

# The Hongkong Telegraph

WEATHER FORECAST  
OVERCAST  
Barometer 29.88

(ESTABLISHED 1881.)

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June 19, 1915. Temperature 6 a.m. 79 2 p.m. 81  
Humidity 96 97

June 19, 1915. Temperature 6 a.m. 80 2 p.m. 81  
Humidity 89 97

2950 日七初月五

SATURDAY, JUNE 19, 1915.

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## TO-DAY'S LATEST WAR TELEGRAMS.

### DEATH OF LIEUT. WARNEFORD V.C.

### HEROIC AVIATOR KILLED WHILE TESTING AN AEROPLANE.

The Position in Galicia.

### THE GOVERNMENT AND THE WORKERS.

[Reuter's Service to The "Telegraph."]

### FLIGHT-LIEUT. WARNEFORD KILLED.

June 18, 2.05 p.m.  
Flight-Lieutenant Warneford has been killed while testing an aeroplane in Paris.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

## EARLIER TELEGRAMS.

### FRENCH HAMMER THE GERMANS.

June 18, 3.20 a.m.

A Paris communique says:—  
There has been great activity during the last two days. The fighting north of Arras has been extremely intense since yesterday. There have been numerous desperate infantry actions and the artillery duel has been violent and continuous.  
We made important progress which has been almost entirely maintained, notwithstanding furious counter-attacks.  
Our progress has been particularly marked in the northern part of the sector, where we captured several lines of trenches on both sides of the Aix-Noulette-Souchez road.  
The Germans still occupy the Baval bottom, but are almost entirely surrounded.  
We stormed the enemy's trenches east, north and south of Neuville with the bayonet and grenades, under violent artillery fire bombardment. Nearly 300,000 shells covered our vigorous infantry attack.  
Masses of the enemy on Wednesday night repeatedly furiously counter-attacked, but were repulsed.  
Eleven German Divisions were engaged, and they lost very heavily. Our losses, too, were serious, but the morale of our troops remains perfect.  
We took over 600 prisoners.  
Our airmen effectively bombarded the enemy reserves and dispersed assemblies of troops.  
Our successes in Alsace continued. We took 500 prisoners and much material.  
A German aeroplane was killed in Alsace, both aviators being killed.

### TREATMENT OF INDIAN WAR PRISONERS.

June 18, 7.10 p.m.

Mr. Austen Chamberlain, replying to Sir John Rees, in the House of Commons, said that the question of obtaining improvements in the treatment of Indian prisoners in Germany was now under consideration in consultation with the Prisoners of War Relief Committee.

## WAR TELEGRAMS.

### MR. LLOYD GEORGE'S MUNITIONS BILL.

June 18, 6.10 a.m.

It is understood that Mr. Lloyd George's Labour Munitions Bill, which is a measure virtually agreed upon between the Ministry of Munitions and the Trades Unions, provides for no compulsion, no military status, and no semi-military discipline, but restrictive Trades Union rules will be suspended and strikes and lockouts prohibited, while employers' profits will be limited. The Trades Unions will enrol volunteers for work in controlled establishments, who will sign a declaration on their mobilisation for war work.  
A Court of Munitions will be established to deal with any offence.

### RUSSIANS BAG OFFICERS, MEN, GUNS AND MITRAILLEUSES.

June 18, 7.00 a.m.

The battle in Galicia continues with undiminished fierceness. A communique mentions particularly severe fighting on the 15th inst. between the San and the town of Lubaczow.  
The enemy were repulsed in disorder on the night of the 16th inst. between the rivers Tysmenica and Strye.  
On the Dniester front, the Russians on the 14th and 15th inst. captured above Juvavno on the Dniester 8,740 prisoners including 202 officers, six guns, and twenty one mitrailleuses.  
The enemy crossed the Dniester on the 15th inst. above and below Nizwioz. Those crossing above were destroyed, while those who crossed below are unable to advance.

### GERMANS SEE THE OTHER SIDE OF AIR RAID.

June 18, 9.15 p.m.

Reuter's correspondent at Amsterdam reports that local German correspondents at Karlsruhe recount in horrified accents details of the recent French air raid on Karlsruhe. Suddenly, at 8.30 in the morning, which was bright and clear, there was a buzzing and humming in all directions. People, astonished, but not alarmed, watched the glittering bodies in the cloudless heavens. Then a sharp rattle began to burst around the aeroplanes, which went careering east, west, north, and south, and dropped a pitiless rain of bombs. The nerve-shattering crashes drove the populace to the cellars. The airmen disappeared at 8 o'clock, after which the people thronged the streets. They were horrified and enraged, and altogether forgetful of the similar experiences of English watering-places.  
The *Local Anzeiger* states that 22 were killed and 73 wounded in the raid.

### BRITISH BREAK LULL BY A DASHING OFFENSIVE MOVEMENT.

June 18, 8.30 p.m.

Reuter's representative at the British Headquarters reports that the recent lull was broken by offensive movements at Hooge and Festubert. The latter began with artillery preparations at dusk, which destroyed the enemy trenches. Then the infantry advanced and gained a footing in the first trenches and part of the second line. Later the positions became untenable, though here and there gains were maintained, despite strong counter-attacks. The fighting was most desperate while the engagement lasted. Our artillery was particularly active, preparing the way for the infantry, who showed their customary gallantry and an unanimous wish to close with the enemy. The men charged with irresistible dash and either shot or bayoneted the opposing Germans.  
After a lull the engagement was resumed on Wednesday afternoon by an attack at Hooge at dawn. The infantry charged splendidly and successfully. A German counter-attack was defeated by our fire. Our casualties throughout were not severe, but the Germans suffered heavily.

### THE END OF THE COTTON CRISIS.

June 18, 9.45 p.m.

The cotton crisis has ended, the card-room operatives, who began the dispute, deciding to accept the Government offer to assist in arranging a basis of agreement.

### THE GOVERNMENT AND INDIAN LABOUR IN JAMAICA.

June 18, 9.45 p.m.

Reuter's correspondent at Kingston reports that the Government has suspended importation of Indian indentured labour. The planters are curtailing their operations owing to the war, and there is no demand for coolies.

## WAR TELEGRAMS.

### TWO BRITISH STEAMERS TORPEDOED.

June 18, 9.45 p.m.

A message from Cork states that the steamer Trafford, bound for Sydney, has been torpedoed and sunk in the Irish Sea. The steamer Turnwell was also torpedoed but managed to make the harbour.

### GERMAN MINES IN THE WHITE SEA.

June 18, 7.10 p.m.

The Germans are strewing mines at the mouth of the White Sea with the object of hindering Russia receiving munitions. Scandinavian shipping has been warned by a neutral country.

### DRINK COMPROMISE.

Withdrawal of Wine and Beer Duties.

Says the *Globe*:—The result of the agreement arrived at between the Chancellor of the Exchequer and the representatives of the interests involved in the Government's proposals for increased liquor duties is as follows:—  
New whisky duties cancelled.  
Sale of spirits under three years of age entirely prohibited.  
New duties on beer and wine withdrawn.

The following statement announcing the settlement is issued by Mr. Lloyd George:—  
After prolonged negotiations a settlement has been arrived at on the question of spirits. The White Paper shows that a good deal of the mischief, especially in the northern yards, comes from the drinking of raw, cheap spirits of a fiery quality. The Government propose now, after consultation with representatives of the spirit trade, to substitute for their taxing proposals a complete prohibition of the sale of spirits under three years of age. This will be accomplished by compulsorily bonding all spirits under three years of age.  
As there will be some difficulty for a short time in finding adequate accommodation, an inquiry is to be instituted immediately on that subject, and should it be found that the accommodation is not sufficient for storing supplies beyond two years, time will be given the trade to provide storage. Meanwhile, all spirits up to two years will be compulsorily bonded, and a surtax of 1s. will be placed on all spirits between two and three years of age taken out of bond. Arrangements will be made for extending the same principle to all imported spirits.

In order to meet the case of the gin distillers, who use raw spirit as an ingredient, rectifiers are to be allowed to receive spirits under two years of age for rectifying purposes at 10s. 9d. duty, of which 6d. would be refunded on certificates of rectification.  
As to beer, a scale which would have the effect of encouraging the brewing of light beers was agreed upon with representatives of the brewers. The Irish representatives, however, could not see their way to accept it, and as the Government are pledged not to press forward any controversial proposals, it has been decided not to proceed with this scale. The beer duties are, therefore, withdrawn without any modification. The wine duties were presented as a corollary to the increase in

the spirit duties, and now that another arrangement is proposed in respect of spirits the wine duties will not be proceeded with.

A Serious Charge.

Referring to Mr. Lloyd George's negotiations with the representatives of the distillery and brewing interests, the Parliamentary correspondent of the *Chronicle* calls attention to the abandonment of the drink taxes and adds:—

With regard to beer, a difficulty was presented by the beverages of Bass and Guinness. The ales and stout of these well-known firms are pure and of high quality and as beers go stand in a category of their own. It happens, however, that their specific gravity is high, so that they would be hit severely by the original form of the beer surtax. The Chancellor had interviews with the representatives of Bass and Guinness. Mr. J. H. Gorton, M.P., one of the Partners in Bass, came over from France especially to take part in the negotiations. An agreement was arrived at with these two great firms of brewers, and the Chancellor was hopeful that his desire to give encouragement to the higher ales would be realised.

Unfortunately the agreement did not commend itself to the Nationalist leader, to whom it was communicated. Guinness was satisfied; Mr. Redmond was not. He insisted on the complete withdrawal of the surtax on beer as well as of that on spirits. In these circumstances the Chancellor decided to abandon all the surtaxes, in fulfilment of his pledge not to put forward any proposals that would excite controversy in the House of Commons.

### An Interesting War Wedding.

London, April 28:—The marriage of Mr. E. A. J. Ellicott, King's Own Scottish Borderers, only son of His Honour Judge Ellicott and Mrs. Ellicott, and great-grandson of Sir Denis Park, K.C.B., with Miss Lettice Hill, eldest daughter of Sir Norman and Lady Hill, took place on Saturday, at St. Peter's Portland. The wedding was a very quiet one, owing to the war. The marriage was solemnised by the Rev. Canon Alford, Chaplain of the Forces, and the Rev. H. Pentin, Garrison Chaplain. The bride was given away by her father, the only bridesmaids being Miss Beatrice Hill and Miss Victoria Ellicott. Captain Herries acted as best man. The church had been prettily decorated with daffodils by Mrs. Pentin, and swords of officers of the 3rd Battalion K.O.S.B. formed an arch under which the bride left the church. —*Globe*.

## TELEGRAMS.

### SHIPPING NEWS.

### THE DAWLISH AND QUEENSLAND.

[Reuter's Service to The "Telegraph."]

London, Received June 18.  
A Port Said telegram says that the steamer Dawlish, which was beached after collision with the Radnorshire, has been floated and towed to the roads where she is discharging cargo.  
A Barcelona message says that the fire on the Queensland has been extinguished.

### NEWS FOR BUSY MEN.

### CONDENSED.

The cotton crisis is now at an end.

Two more British cargo boats have been torpedoed.

A German aeroplane has been brought down by French gunfire, and the two aviators were killed in the fall.

The Government is considering the matter of obtaining better treatment of Indian prisoners of war in Germany.

The British in Flanders broke a lull by vigorous offensive movements in which they were again successful.

The Germans are strewing mines in the White Sea with the object of hindering Russia receiving munitions of war.

The French have been hammering away at no less than eleven German companies in one locality. The Germans received another severe handling.

The German people are crying out about the air raid on Karlsruhe, forgetting the excursions of German aircraft to England and France.

### NEWS.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

### DON'T FORGET.

### TO-DAY.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.

### TO-MORROW.

Bijou Theatre—9.15 p.m.  
Victoria Theatre—9.15 p.m.

Tuesday, June 22.  
Sale of Land in Caine Road.—  
G. P. Lammer's Sales Room—  
3 p.m.

Wednesday, June 23.  
Charity Polo Match—5.30 p.m.



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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.  
Hongkong, 29th Jan., 1912.**WING KEE & CO.**

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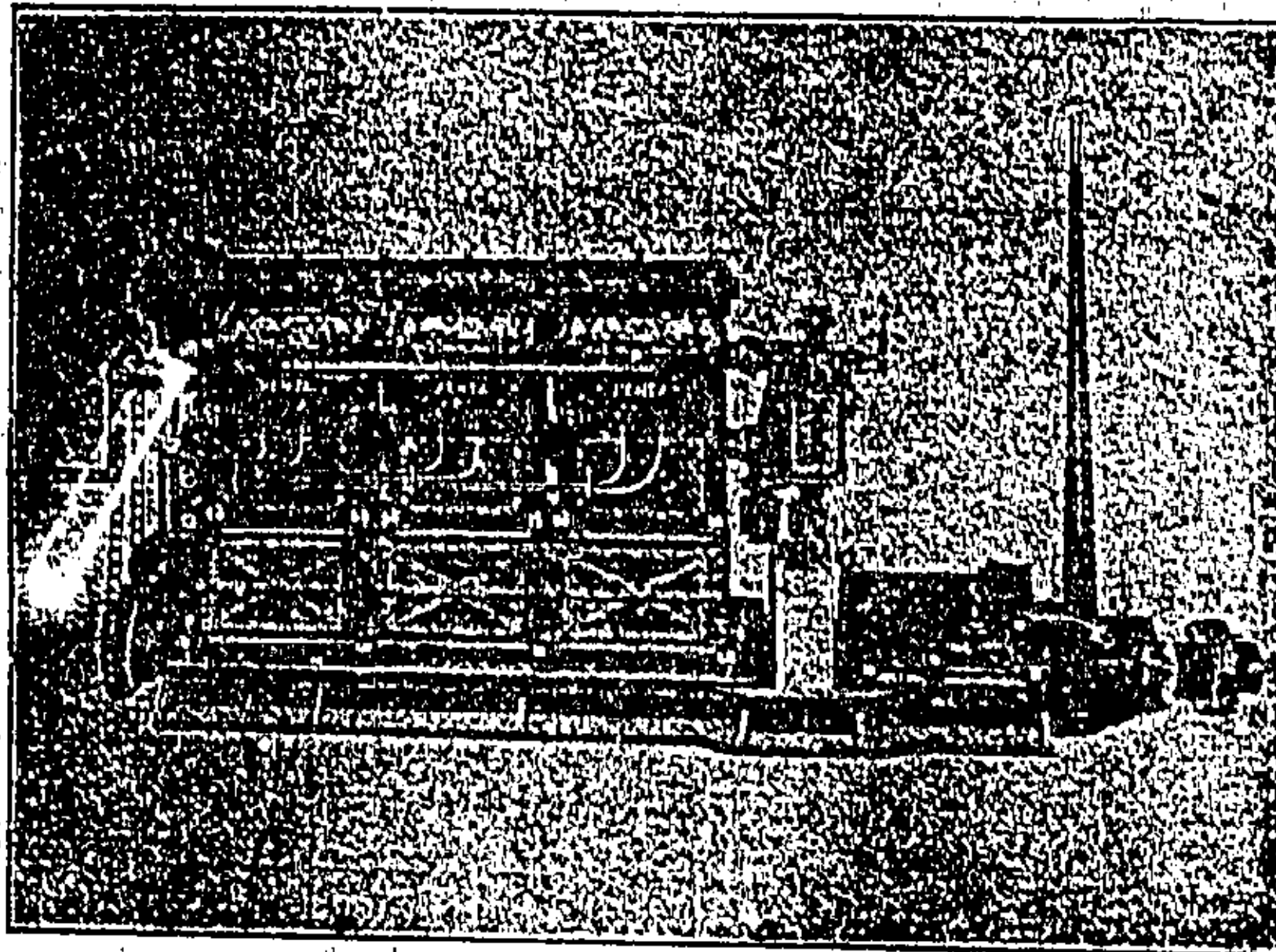
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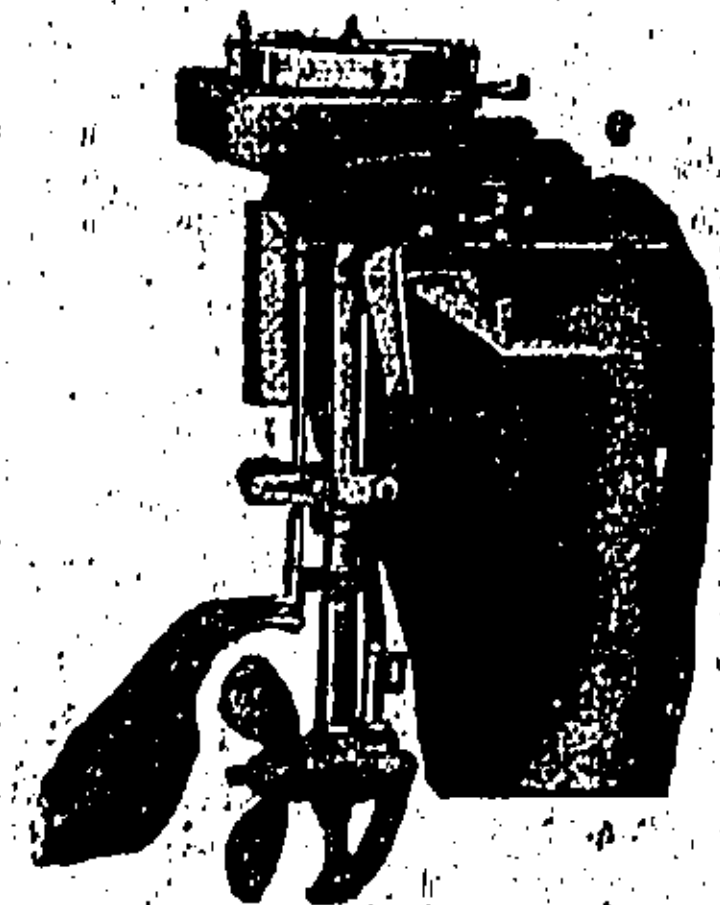
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**MEE CHEUNG.**

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging  
Hongkong, 18th July, 1913.

## OUR CONTEMPORARIES.

South China Morning Post.

The War News.

The immensity of the struggle in Europe, which is unlike any war the world has ever known, is being gradually brought home to the man in the street. Day succeeds day and the telegrams convey an idea of the enormous slaughter and the ferocity of the opposing sides, but there are many readers who fail to detect the slightest progress on the part of the Allies and are only too prone to jump to pessimistic conclusions when the slightest reverse is recorded. They constantly fail to reconcile the capture of a few trenches here with the loss of a trench there, the one achievement being minuted as of no account and the other magnified into a victory for the enemy. Indeed, there are some who are prone to cast doubts upon the veracity of the reports which are supplied to the Allied press, or if they do not go so far, they hint that small wins are recorded while greater losses are consigned to oblivion.

Daily Press.

The Allen Enemy in England. Baron von Kichthofen, speaking on the Bill in the Reichstag, explained that it permitted "Germans who, for motives of an economic kind, are compelled to acquire a foreign nationality, to retain at the same time their German imperial nationality." As illustrating the need for the law he mentioned that in England no one could be a member of the Stock Exchange unless he is a British subject. He explained also that in the countries of Latin South America "it is not easy for a German, without the nationality of the country where he resides, to compete with those possessing such nationality." Consequently it is nothing to the German Government that Germans should perjure themselves in order to obtain this economic advantage. We do not know whether this law is of universal application, as Mr. Buxar Law seemed to suggest, but as the German law allows Germans who have changed their nationality since July 1913 to revert to their original nationality, provided that they had obtained written permission to forsake their nationality, we do not suppose that Germany would place any difficulties in the way of others who had not obtained written permission, benefiting by the new law. At all events, the British Government would be abundantly justified, in the face of this law, in treating as potential enemies all Germans who have become naturalized since the passing of that law, and it is an occasion for surprise that a very large proportion of those whose naturalization took place prior to the passing of this law should be regarded with grave suspicion though such suspicion in numerous cases may be wholly undeserved.

China Mail.

Prussia's Misted Tool. Home papers to hand are full of details of the "Lusitania" atrocity—a crime unparalleled in the history of civilisation and one which could only be committed by those dead to all sense of fairplay, of those rights of all combatants recognised universally by all really civilised people. Germans stand alone in the world as a nation, apparently civilised but obviously barbarous to the core—a nation of simpletons, misled by the Prussian military caste, which has drilled them into being a nation of slaves and which has ruined all the fair prospects to which their ability and industry entitled them. Not until the Germans of to-day rise up against the Prussianism that has ruined them will they be worthy of their nation as it was when it produced Goethe, Kant, Beethoven, Schopenhauer, Wagner, and other immortals worthy of comparison with Voltaire, Pascal, Racine, Descartes, Bergson, with Shakespeare, Newton, Bacon, Gibbon and Burns.

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## GENERAL NEWS.

**Give Boy Studies He Likes.**  
A school curriculum suited to what pupils desire to learn, rather than to what educationalists think they ought to learn, advocated by Dr. Albert E. Winship, editor of the *Journal of Education*, in a lecture in the Hall of the University of Pennsylvania. Doctor Winship's ideal of modern education virtually eliminates the present set study courses of Pennsylvania's high schools and leaves the choice of studies entirely to the student himself to decide, within the limitations of reason.

**U.S. Naval Airship.**  
Washington, May 14.—Construction of the navy's first dirigible has been authorized by Secretary Daniels, who awarded a contract for its manufacture to the Connecticut Air Craft Company, of New Haven, on a bid of \$45,030. The balloon is to be delivered within four months. It is designed to carry four student observers besides a crew of four. It will be 175 feet long, 55 feet high, have a gas capacity of 110,000 cubic feet and a speed of 25 miles an hour. The two-hour radius of action can be doubled by replacing with gasoline the weight of the extra men. Congress appropriated \$1,000,000 for aeronautics in the last naval bill. Two new hydro-aeroplanes were received last week, and three others are due for delivery soon. Three additional ones will be bid for during the summer.

**Queen Visits Model Farm.**  
The Queen spent an interesting time at Radlett, among a number of factory girls, who, under her Majesty's beneficent scheme of "work for women" in connection with the war, are engaged in fruit culture on a model farm. Most of the girls are from Poplar and other East End districts, and there are now about 20 of them engaged on the model farm. The whole countryside was out to welcome the Queen, and as she passed through the lanes on her way to Batter's Green the hedgerows were lined by women and children, who occasionally cheered, but more often clapped vigorously in token of welcome. Crowds of schoolboys had got to know of the visit, and these supplied the most valuable part of the welcome. The Marchioness of Crewe and Mrs. J. H. Tennant motored down in advance of the Queen, and were there to greet her on arrival.

**Holiday Courses Abroad.**  
The Board of Education have published a list of 14 holiday courses which have been arranged for the coming summer. Of these courses, nine are to be held in France, at Grenoble, Bayeux, Caen, Honfleur, Paris, Rouen, St. Valéry-sur-Somme, Versailles; three in Switzerland; at Geneva, Lausanne, and Neuchâtel; one in Italy, at Florence; and one in Spain, at Madrid.

The number of holiday courses is necessarily very much smaller than in previous years: those usually held in Germany and Austria are not included in the table, and none of the courses organised by French Universities, with the single exception of Grenoble, are to be held this year.

**Red Cross Cheques Stolen.**  
On arriving at their London residence, Compton Lodge, Harley-road, N.W., Miss Clara Butt and Mr. Kennerley Ramford found that thieves had taken advantage of their absence to remove a bundle of letters, many of which contained subscriptions to the forthcoming Red Cross Concert. "It was a low down business," said Mr. Kennerley Ramford to a *Daily News* representative. "Our concert has received so much notice in the Press that I suppose the thieves took their idea from that. Apart from the letters, which were all put together for the purposes of acknowledgment, nothing of great value was taken except a meerschaum pipe on which I set great store, as it was a present from my wife. It came from the Vienna exhibition." As to the Red Cross Concert, Mr. Ramford said that it was having gratifying support. He expected much from the chorus, which is to be composed wholly of eminent artists.

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## CANADA TO THE RESCUE.

Some Press Views.

"The Lion's Whelps can bite," says the *London Daily Mail*, in commenting on the baptism of fire which the Canadian troops received at Langemarck, in Belgium. The Dominion is thrilled with pride at the exploits of the Canadian lads which earned for them the generous appreciation of Field-Marshal French—a commander sparing of words—and the hearty congratulations of their King. The charge of the Canadians in the face of a galling artillery-fire is thus graphically described by the official "Eye-witness":

"It did not seem that any human being could live in the shower of shot and shell which began to play on the advancing troops. They suffered terrible casualties. For a time every other man seemed to fall, but the attack was pre-empted even closer and closer. Then, for a moment—not more—it wavered. Its most gallant commanding officer, Lieutenant-Colonel Birchall, carrying after an old fashion, a light cane, coolly and cheerfully rallied his men, and at the very moment when his example had infected them fell dead at the head of his battalion. With a hoarse cry of anger, for indeed they loved him, they sprang forward as if to avenge his death. The astonishing attack which followed, pushed home in the face of direct frontal fire made in broad daylight by battalions whose names should live forever in the memories of soldiers, was carried to the first line of German trenches. After a hand-to-hand struggle, the last German who resisted was bayoneted, and the trench was won."

"This trench represented in the German advance the apex in the breach which the enemy had made in the original line of the Allies, and it was two and one-half miles south of that line. This charge, made by men who looked death indifferently in the face, saved the Canadian left. It also secured and maintained during the most critical moment of all the integrity of the Allied line."

Another incident of the battle, in which the tenacity of the Canadian Scouts was shown to its fullest, is thus recorded by the "Eye-witness":

"With the Canadian Highlanders extended to double their normal trench front, one-half of it in the open, and assisted by the Tenth Battalion from Southern Alberta, Manitoba, and Saskatchewan, they not only held their position, but they actually retook the guns from the enemy and maintained their position, but the loss, as must have been expected, was appalling."

"However, the Germans had advanced six miles to the rear of the French position and there seemed nothing to prevent their getting in behind the Canadian line. Accordingly another brilliant charge was carried out at some German trenches to the rear of the former French position, under General Mercer, with the

first and fourth battalions of the first brigade, supported by the second and third, and the German trenches, temporarily erected were recaptured. In this movement two British brigades also took part, as well as the remainder of the Canadians."

Throughout the Canadian press pride is mingled with a spirit of determination—a determination to do more without counting the cost. One of the most prominent organs in Canada, the *Montreal Daily Star*, expresses this sentiment very plainly when it says: "It is a great thing in any case for Canada to have shared in this important battle—and to have shared so gloriously. That the news of our success, of the supreme bravery of our boys, of our heavy sacrifices, should have stimulated recruiting throughout the Dominion shows that the right spirit prevails in this country, and that we will literally send our last man and last dollar to the red vortex before we will permit these staggering sacrifices to have been made in vain."

The same note is sounded by the *Winnipeg Manitoba Free Press* which says:

"There will go over Canada to-day a wave of deep feeling. Pride for our dead, sympathy for the bereaved, and behind these a strengthened resolution to champion the cause for which they died, regardless of the sacrifices involved. Canada will look to the authorities at London and Ottawa to expedite, by every means in their power, the reinforcing of our troops at the front by at least fifty thousand more Canadians."

Most of the Canadian papers comment, in unmeasured terms, on the report that the Canadians were "overpowered by noxious gases, and of this comment we may quote the *London (Ont.) Advertiser's* remarks as typical: "The latest machination, as though hell itself had been tapped, comes in the form of a new, foul, suffocating breath from the dragon's diseased vitals."

"The rage belches upon Canadians and their British and French world-brothers its maddening gases that madden and stupefy and render helpless. Even to these acknowledged and boasted murderers the world had yet looked hopefully for some sobering return to partial sanity but in the new method of death-dealing the conviction is only intensified that the German nation can not be treated with hope for the observance of any pledge."

"Thousands of Canadians will rise in their strength and righteousness within the next few days and demand a sword that they, too, may go forth to fight and to slay the slothful, fanged, cannibalistic beast that is fed upon and nurtured with a thousand poisons."

The *Ottawa Evening Citizen* is filled with national pride:

"Sorrow may be in many a Canadian home to-day, and the heart of the nation will go out to the sorrowing ones as they mourn the loss of their brave boys. But the Canadian men of determination and courage in Belgium have set the mark for Canada and the nation. They stood firm. They refused to acknowledge fear. They drove forward. They saved the situation."

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Canada has won the right to have a voice in the terms of peace, say some of the papers, and the *Toronto Globe* exclaims:

"Canada is beginning to earn the price she must pay for her right to a place in the council of the nation that, at the end, will fix the terms of the world's peace. It is the price of blood. . . . Canada, as the one nation in all America that has paid the price of blood, will have the title to speak, not for herself alone, but for a hemisphere, and to say the war shall cease on such terms of justice and freedom and international right, that law, not force, shall rule the world, and Will-o'-Power shall be transformed into Will-o'-Saxe."

Similar views find expression in the *Montreal Daily Mail*: "The war has shown the people of Canada how close is their relationship to the European Continent, and must have inspired the country with a desire to share in the work of adjusting European difficulties in order to prevent a recurrence of this calamity. Canada has an important interest in this from both sentimental and practical points of view."—*Literary Digest*.

## DESCENDANT OF CHARLEMAGNE.

The Rev. Lacy H. Ramsey, whose death was recently announced, was the eldest son and only surviving child of Mr. Lacy Ramsey, some time Clerk of the Bills at the Treasury.

The grandmother, it is said, was Lady Elizabeth Spencer, daughter of the 4th Duke of Marlborough, and Mr. Ramsey was thus able to trace his genealogy by three distinct lines to King Edward III., and thence back through the whole line of English sovereigns to William

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Hongkong, 17th June, 1915.

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R. BLACK, Superintendent.

Hongkong, 18th June, 1915.

the Conqueror and Alfred the Great, and even to Baldwin Bras de Fer, First Count of Flanders, and the Emperor Charlemagne.

Mr. Ramsey was a writer of liturgical and chronological matters, and was a master of no fewer than five or six ancient and modern languages.

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## NOTICES.

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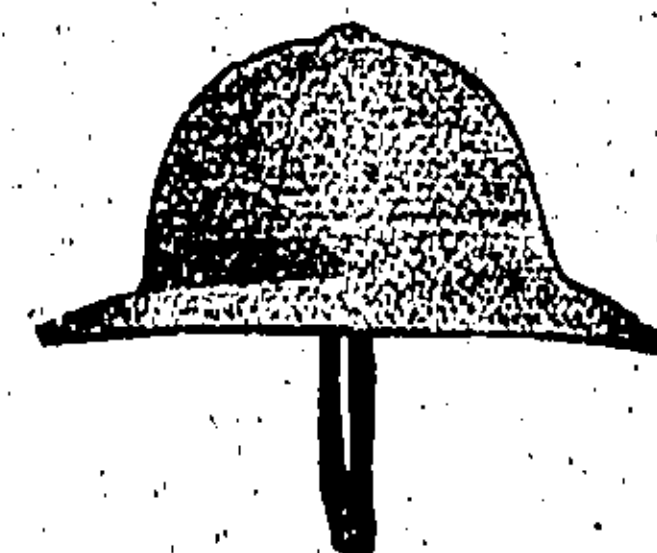


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## The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 19, 1915.

1815--1915.

A hundred years ago yesterday came the closing passage in a war that had lasted, on and off, for two-and-twenty years. Yet, though it arose in great measure out of the horrors of the first French Revolution, we cannot gather from contemporary writers that it was marked by anything like the intensest hatred or the cold-blooded slaughter and tyranny of the present war. Waterloo broke down forever the power which Napoleon had wielded for sixteen years, but it left comparatively no bitterness behind it. When the subsequent peace had been signed, each of the combatant countries was free to go its own way, and, if recriminations were bandied, it was usually only among very ignorant or very prejudiced people. In those days men fought fairly, if to the death; and when, it was all over, the survivors put on their coats and shook hands.

Since then, of the three nations at war, only one—the French—has remained unchanged. The Frenchman of 1915 is the Frenchman of 1815—or of 1415 for that matter: generous, excitable, impulsive, loveable, possessed of an indescribable recuperative power, and the most conservative being in the world while flattering himself that he is progressive. Having seen what comes of following a progressive line where her amiable neighbour is concerned, France should rather plume herself on her conservatism. Germany, the go-ahead, educated nation, with her novel methods of reasoning and of fighting, has certainly succeeded in making all the world wonder; but she has also set many of us speculating as to whether 1815 was not a far more civilised period than the present year. The peace that came after Napoleon's downfall was supposed to establish a region of refinement, of restraint, and of devotion to the arts, sciences and philosophy. Fate gave Europe a chance to turn herself round. To Germany she was especially kind, and Germany, being what she is, took advantage, and slyly entered upon a course which was to terminate in the state of affairs which brought about the present war. Gradually she threw overboard her better traditions; converted her quiet and useful pursuit of home industries into an attempt to capture the trade of the Far East and of the world generally, allowed the legitimate philosophy of Kant to expand into the senseless moralities laid down by Nietzsche and von Treitschke, and profited by the scientific lore which a couple of generations of her best men had amassed to invent abominable means of wiping out as many enemies as possible within a given space of time. This was how Germany acknowledged Fortune's gift, and it accounts for her being in trouble to-day. Had she been content to run on the lines of the Germany of 1815 she would not be at war now, with the cheerful prospect of disintegration facing her.

But if we can spare time from the congenial occupation of picking holes in the coat of our enemy, it may be as well to ask if the Britain of 1915 is a very great advance on that of 1815? Our men have become better educated and have learned that war is a science, calling less for hard knocks than for the exercise of a quick brain; they have come to think more for themselves, and the thinking has been good for the Empire—so far as our fighting forces are concerned. But what of the civil population? Has not that done almost too much thinking? In—or rather before—1815 mutiny on war ships was not unknown, but one cannot conceive of "organised" labour in those days: organised, that is, against the interests of the country and ready to cause delay over the output of munitions unless it is listened to and coaxed and petted. In this respect Britain is not a hundred years better than she was in Waterloo days, but rather a good many hundred years worse. The brighter side of the position is that our countrymen are as ready to-day as a century ago to profit by experience; to learn from past errors; and, for this reason—as well as for many others—when peace comes, Britain should have at least as good a chance of righting herself as she had at the end of the Peninsula war.

### The Coining Case.

An interesting—and curious—feature of the coining case tried before Mr. Justice Hazland yesterday is that "the prisoners were not of the class that usually come before that court but were of the better-class Chinese and obviously intelligent and educated." We may take it that the judge considered this fact in inflicting such a sentence as will put it out of the power of the male prisoner to be a nuisance and a danger to the Colony for some years to come. It goes without saying that the educated criminal is always a greater curse to society than the uneducated. Germany's performances with poisonous gas etc. are a sufficient illustration of this, if illustration were needed. The offence with which the two prisoners were charged is one of the most cowardly in existence, because those who are the offenders by it are the poor. The coins which these ingenious beings were in the habit of fabricating were twenty-cent pieces. If a person in moderately comfortable circumstances were unlucky enough to have two or three dollars' worth of these forged on him he would probably curse his own carelessness and then not worry any further about it. But two or three of such pieces represent the days' earnings of a good many thousands of people in this Colony—the very people who, if they are unfortunate enough to take a bad coin for a good one and to seek to pass it again, are most liable to such suspicion as will end in their appearance before a magistrate. With this in view we are always glad to see that the law has dealt as harshly as it may with approved coiners.

### The Chinese and Crime.

The coining case reminds us that we once made a suggestion in this column that strict fairness to Hongkong-born Chinese demands that it should be stated in court, for subsequent publication in the local press, whether or not the Chinese who are charged with any punishable offence are bona fide British subjects. For what the suggestion is worth we offer it again. Every day in the year Chinese are brought before the magistrates on one charge or another, and the newspaper reports are bound to content themselves with "A Chinese was charged." Or, when names are given, they are often the clan names of some of the most respected and most loyal British subjects in Hongkong, albeit the individuals in custody have not the remotest relationship with any Hongkong Chinese and, as often as not, never saw the Colony till they fled to escape Canton justice. It is a well-known fact that Chinese boys born and educated in Hongkong develop, in nine cases out of ten, into law-abiding citizens who realise that they have certain responsibilities; that their British citizenship demands of them that they shall help and not hinder the good government of the Colony. The readiness with which the young Chinese offered their services as special police is a tolerably good indication that they do realise this. Is it not, then, a little hard on them that no distinction should be made between them as a class and the thousands of wastrels who flock into this Colony, get into trouble with the police, and are no more British subjects than the *Telegraph* is a pro-German organ?

### The Death of a Hero.

One of the saddest and most cruelly ironical events of the war is related in the telegram that announces the death of Flight Sub-Lieutenant Warneford. It seems altogether too hard that this brave young fellow whose name is in everyone's mouth, who, at the risk of his life beat the Germans at their own air game, and earned the highest award which Britain can offer to her combatant sons—should have perished by an accident. The air service, the mercantile marine in which he was till recently an officer, and the Empire as a whole will be the poorer by the death of a man who, but from sheer ill-luck, might have lived to win even greater fame than that which his courageous cleverness had already brought him.

### DAY BY DAY.

DOUBTLESS THE PLEASURE IS AS GREAT OF BEING CHEATED AS TO CHEAT.—Butcher.

Count the Columns. Yesterday the *Telegraph* published 35½ columns of solid reading matter. To-day there will be 43 published.

The Mails. Siberian Mail.—Due per s.s. Tam in Maru to-morrow. English Mail.—Closed per s.s. Malta to-day at 11 a.m. Siberian Mail.—Closes per s.s. Sardinia to-day at 1 p.m. Siberian Mail.—Closes per s.s. Chennan to-morrow at 5 p.m. Australian Mail.—Closes per s.s. Changsha to-morrow at 9 a.m. Up to the Minute.—Share Market News.

Closing prices: Union Insurance Society of Canton, Ltd.—\$865, buyers. China Fire.—\$140, buyers. Kung Yik.—Tls. 14, buyers. Langkats.—Tls. 39, buyers. Yangtzes.—\$237½, buyers. Douglas's.—\$49½, buyers. Ewo's.—184, buyers. Shanghai Cottons in Shanghai.—Tls. 99, buyers. Luzons.—\$284, buyers. China Manilas.—\$4.90, buyers.

The Dollar. The rate of the dollar on demand to-day is 94½. To-day is the 51st anniversary of the sinking of the Alabama. Haul of Gamblers. Fifteen gamblers from Kowloon City were fined \$2 each at the Police Court, this morning. Land Sale. A sale of land at Kowloon Tsai will take place on June 29 at the District Office, Hongkong, at 2.30 p.m.

A New Doctor. Dr. Joseph Glaister has been added to the Register of Medical Practitioners entitled to practise in this Colony.

Cathedral Church Body. Mr. F. B. L. Bowley has been elected as a lay-member of the Church Body of St. John's Cathedral to fill the vacancy occasioned by the departure of Dr. Clark.

Alleged Murder. The police report that in the course of an alleged attempt at armed robbery, a woman was stabbed to death, at West Point, last night. The police are making enquiries.

Private Street Named. The private street, commencing at a point on Nathan Road, Kowloon, nearly opposite Ningpo Street and extending across K. I. L. 571, shall be known as "Cheung Lok Street."

The King's Assent. H. M. the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 1 of 1915.—An ordinance to amend the Stamp Ordinance, 1901. Ordinance No. 5 of 1915.—An ordinance to provide for the payment of fees in respect of Private Bills.

### WILL OF EARL CADOGAN.

An Estate of Over £350,000. The late Earl Cadogan, Viceroy of Ireland from 1895–1902, has left unentitled property of the value of \$354,207, with net personalty £260,043.

He directs the executors to offer to the Stewards of the Jockey Club, of which he was a member, a pair of large out-glass candelabra, fitted for electric lights, now hanging in the ballroom at Chelsea House.

Among other bequests are—£25,000 and the contents of Rutland Cottage to his wife. £10,000 each to his sons William George Sydney, Edward Cecil George, and Alexander George McNagau. £5,000 to his son Lewis Edward. £2,500 to his grand-daughter Louise Batrix. £1,500 to his grand-daughters Cynthia, Alexandra, and Victoria. £5,000 to his grandson William J. E. Brownlow. An annuity of £1,000 to his brother Arthur Charles. £500 to Sir Samuel Scott. And the residue to his sons William George, Edward Cecil, Alexander George, and his daughter Lady Sophie Scott. His orders, medals, racing caps, &c., are to devolve as heirlooms with the earldom.

### NOTES ON THE CRISIS.

#### THE GOVERNMENT AND LABOUR.

#### The Turks Feel Unhappy.

The Turkish position becomes a little more unenviable every day. Whether they are plucky or cowardly, Fate is alike unkind to them. On Gallipoli it is evident that they made a brave rush for the British trenches, but the bulk of them were killed before they could get busy. It is clear that such items of news as this are filtering through to Constantinople itself. By some means or other the stay-at-homes have learned that some hundred and twenty thousand of their men have fallen during the various actions in Gallipoli; and panic is, of course, the result. "It is realised that, if the casualties continue at the same rate, resistance will soon collapse." Turkish fortitude is proverbially great, but is it going to stand against this sort of thing? No: does there seem any immediate way out of the difficulty, for the rulers of the country have placed themselves entirely in German hands, and the Sultan has become "a mere figure-head." There is nothing surprising, then, in the tidings that anti-German feeling is growing; the wonder is that the whole nation does not rise in revolt against its taskmasters and either massacre them or else turn them out of the country. Neutrals should see a useful object lesson here. The frightful influence which Germany has been able to exercise over Turkey is just what she would treat other nations to if the absolute power which she has been dreaming of were in her hands. God help any vasal of Germany.

#### The War and the Workers.

News as to the industrial position at home continues to be encouraging. The Government is said to be considering the establishment of a "national register" with a view to organising all classes at home for war work. The hint of compulsion is one that the workers have certainly no room for grumbling at. If the Government controls the trade unions all will be well; if the trade unions are to control the country, Britain—after all the money spent and the blood shed to stamp out German arrogance—must be prepared to submit to an invasion by the enemy. We spoke of a hint of compulsion. The Government is much too wise to hold up before John Bull's eyes his greatest bugbear; military rule; but at the same time it leaves the workers in no doubt as to its own powers where shillings and sedition-mongers are concerned. The authorities had absolutely no other course open to them than a stern one, for the trade unions had been at ample pains to make it clear that they would take just as much advantage of leniency as they were allowed to take, and would go exactly as far as they dared. Surely, we have now heard the last of this disgraceful episode in the history of the war.

#### The Germans Horrified.

And so the raid on Karlsruhe has horrified and enraged the Germans. That condition of things is not without precedent; it is always the confirmed bully who howls the loudest when he is punished for his evil deeds. When German ships or aircraft kill women and children in unfortified English towns and villages it can be called legitimate warfare by the Kaiser and his friends; when French airmen drop bombs on the railway station and other centres of a city of close on a hundred and forty thousand inhabitants, Germany is "astounded." She may find more astonishment in store for her yet. But this affected surprise is of a piece with the rest of her spirit of hypocrisy and domineering. The people who could make it a crime for the Belgians to take up arms in defence of their homes and families would not find it very difficult to prove that the inhabitants of Karlsruhe are the most wantonly persecuted folk under the sun.

### 1890.

#### HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending June 19, 1890.)

The Dollar. June 19.—"The rate of the dollar on demand to-day is 3/4." A New Phonograph. June 13.—"A new phonograph, said to be much simpler than any other to far introduced, has lately appeared in Milan. It can reproduce music and the human voice in a most marvellous manner, and one of its features is its cheapness, the wax cylinders used costing only 35 centimes."

Sanitary Board. June 13.—"The Sanitary Board met yesterday afternoon. The principal business was the consideration of the overcrowding question. A mass of correspondence was laid on the table in respect to which Mr. Francis had written the following minute:—'Incomplete—Does not state what Committee of this Board is sitting, why it is sitting, or what it has done. Does not show the present state of the law. The papers, such as they are show a terrible state of affairs. Laws in force since 1878, that should have prevented overcrowding and secured proper inspection of coolie houses, never enforced to this day. Government afraid to enforce them and the Sanitary Board fanning a most pressing sanitary reform less the precious Health Ordinance should be endangered.' The following resolution was passed:—'That the Colonial Secretary be informed that a Committee of the Board has been considering the question for many months and has collected a large mass of statistical information and when its report, which is soon to be ready, comes before the Board, the Board hopes to be able to make some practical recommendations for abating the overcrowding which is known to exist.'

Bismarck and the Kaiser. June 14.—"The relation between Bismarck and the Emperor of Germany are broken up."

Submarine Warfare. June 14.—"The experiments with the submarine boat *Peral* have been continued with great success. She was submerged for an hour with the most gratifying results. The public are much excited."

Bold Hongkong Thieves. June 18.—"The audacity of Hongkong thieves appears to have no bounds. From snatching earrings from defenceless Chinese women they have now taken to robbing foreigners in broad daylight. A coolie charged with snatching a dollar and ten cents from a seaman of the British steamer *Dardanus* yesterday at noon, at Harbour Office pier, was brought before Mr. Robinson this morning. He admitted the charge, and got four months."

In Batavia. June 16.—"The Canadian Pacific Company's steamer *Batavia* which should have sailed hence for Vancouver on Saturday, is undergoing a rather extensive overhaul at the Cosmopolitan Dock, and the necessary repairs may not be finished for the next fortnight. In consequence of this she will be replaced on the route by the steamer *Strait* of Belle-Lie, which is now due here under special charter from the North."

Bribery. June 18.—"Sam Ah Sam was charged with attempting to bribe P. O. 11, on the 20th May. The constable stated that he found arms concealed in the prisoner's junk, and when he told him that he would be charged with it, prisoner offered him \$2."

The Electric Light Company. June 19.—"It has leaked out that the reason why the Hongkong Electric Light Company has not yet started to set up its poles and wires, in order to keep faith with the general public by illuminating a portion of the city not later than October next, is attributable to the fact that the 'powers that be' are raking their scanty brains over the question of reputed danger consequent upon 'overhead lighting' and the alleged very serious consequences resulting from a possible down-fall of

### 1890.

#### SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for June 19th, 1890.

Hongkong and Shanghai Bank.—193 per cent. premium, sellers. Union Insurance Society of Canton.—\$98 per share, sellers. China Traders' Insurance Company.—\$70 per share, buyers. North China Insurance.—Tls. 340 per share, sellers. Canton Insurance Company, Ltd.—\$125 per share, sellers. Yangtze Insurance Association.—Tls. 84 per share, sellers. Hongkong Fire Insurance Company.—\$367½ per share, buyers. China Fire Insurance Company.—\$84 per share, sellers. Hongkong and Whampoa Dock Company.—52 per cent. premium, sellers.

Hongkong, Canton and Macao Steamboat Company.—\$37 per share, sellers.

China and Manila Steamship Company.—\$103 per share, buyers.

Hongkong Gas Company.—\$135 per share, sellers.

Hongkong Hotel Company.—\$180 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures.—\$501.

Indo-China S.N. Company.—22½ per cent. dis., buyers.

Douglas Steamship Company.—\$53 per share, sellers, and buyers.

China Sugar Refining Company, Ltd.—\$168 per share, sellers.

Luzon Sugar Refining Company, Limited.—\$78 per share, buyers.

Hongkong Ice Company.—\$95 per share, sellers.

Hongkong Rope Manufacturing Company, Ltd.—\$110 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company.—\$79 per share, sellers.

Hongkong Dairy Farm Co. Ltd.—\$10 per share, sellers.

A. S. Watson and Co., Ltd.—\$21½ per share, buyers.

Hongkong High Level Tramway Co., Ltd.—par, buyers.

Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Green Island Cement Co. (old issue).—\$30 per share, sellers.

Green Island Cement Co. (new issue).—\$3 per share, nominal.

Hongkong Land Investment Co., Ltd.—\$89 per share, sellers.

Hongkong Electric Light Co., Ltd.—\$54 per share, sellers.

West Point Buildings Co., Ltd.—\$37 per share, sellers.

### PIRATES.

Activity Reported Between Here and Macao.

We have been informed through a very reliable channel that pirates have shown activity between here and Macao during the last few days. It appears that nothing in the way of a serious attempt at piracy has been reported up to the present, but the pirates have shown an uneasiness that warrants caution.

the wires during typhoons. Granting that these whippers are based upon truth, and we have reason for believing they are at least component parts of whole truth, then this last episode of official halting between two opinions is but another contribution to a long list of wearisome deadlocks which is fast making our loyal legislature the laughing-stock of the community. In reference to this particular subject, the usual rumours and insinuations of public interests being sacrificed to suit private ends have been in circulation, but such need not be seriously considered. It would, however, appear that there is an unwarrantable deadlock somewhere, for we learn that the plans of the Electric Light Company have been for some weeks past in the hands of the Surveyor-General, whose failure to grant permission for the setting up of the poles and wires has practically stopped work and is causing grievous annoyance to all interested in the welfare of the enterprise, and, of course, a considerable loss of time and money.



RAUB AUSTRALIAN GOLD  
MINING COMPANY, LTD.Manager's Report For Four  
Weeks Ending May 22, 1915.

Gentlemen,—Herewith I beg to submit my report on your mining and milling operations for four weeks ending May 22.

The accompanying sheet of mine measurements and assay returns shows a total of 438 ft., made up of 82 ft. sinking, 232 ft. driving, and 132 ft. cross-cutting, as against 317 ft. for the previous four weeks.

## BT. Koman Mine.

940 ft. Level.—Main cross-cut has been advanced 34 ft., making a total of 146 ft.

840 ft. Level.—The north drive has been extended 10 ft., making a total of 73 ft. A complete change has taken place and the end now carries a lode 36 ins. wide, worth 5 dwts. per ton.

The south drive has been advanced 15 ft., bringing the total to 103, and is without change.

740 ft. Level.—The south drive has been driven 17 ft., bringing the total to 344 ft. The lode 48 ins. wide is worth 7 dwts.

640 ft. Level.—The south drive has been advanced 11 ft., making a total of 475 ft. The lode 55 ins. wide, gives 13 dwts.

The No. 2 winze has been sunk 15 ft., making total depth 102 ft. The lode 48 ins. wide is worth 4 dwts. The winze has been connected with the 740 ft. level south.

The north drive has been taken from 347 ft. to 358 and is without change.

On the East branch the north and south drives have been driven 17 ft. and 13 ft. respectively, on a lode 50 ins. wide, worth 3 dwts. The south drive on the 85 ft. lode has been driven 14 ft., bringing total to 105 ft. The lode 54 ins. wide, assays 7 dwts.

Cross-cutting for slope-filling.

—40 ft. of this work has been done.

Slopes.—Above the 740 ft. level, one slope, lode 102 ins. wide, worth 2 dwts.

Above the 640 ft. level, three slopes, lode 114 ins. wide, worth 7 dwts.

Above the 540 ft. level, two slopes, lode 100 ins. wide, worth 4 dwts.

## Anderson Mine.

460 ft. Level.—The north drive has been advanced 28 ft., bringing total to 120 ft. The lode 49 ins. wide is low grade.

The south drive has been driven 11 ft., making a total of 106. The lode 20 ins. wide, assays 11 dwts.

360 ft. Level, Drive North.—To this has been added 23 ft., making a total of 513 ft. The lode 56 ins. wide, gives 1 dwts.

No. 1 winze has been sunk 5 ft., making total depth 52 ft. The lode 34 ins. wide, assays 2 dwts.

Cross-cutting to the east 13 ft., and west 12 ft., at this depth has not shown anything new.

280 ft. Level, North Drive.—Here 38 ft. has been driven, bringing total length to 889 ft.

No. 2 winze has been sunk 34 ft., making total depth 41 ft. The lode 84 ins. wide, gives 4 dwts.

160 ft. Level, Drive North.—To this has been added 21 ft., making total of 327 ft. The lode 45 ins. wide, gives 2 dwts.

Cross-cutting for slope-filling, 24 ft.

Slopes.—Above the 360 ft. level, one slope, lode 81 ins. wide, worth 1 dwts.

Above the 260 ft. level, one slope, lode 90 ins. wide, worth 1 dwts.

Above the 160 ft. level, two slopes, lode 70 ins. wide, worth 6 dwts.

General.—The re-timbering of Koman south shaft has been completed.

The station at Anderson Mine 460 ft. level is also completed and the cage road taken to that level.

At Mt. Malacca the new electric service is working well.

The second ten heads in the Battery will be started during the coming month. The remaining portion of the old battery has given considerable trouble during the month.

Bukit Koman.  
30 stamps ran 24.8 days. Lost time 3.2 days, due to counter shaft bearing on old battery 1.84 days and usual stoppages.

MR. FROHMAN LEAVES  
NO WILL.

Receiver of His Estate Appointed.

Mr. Justice Eve, in the Chancery Division was asked to appoint a receiver of the estate in this country of the late Mr. Charles Frohman, one of the victims of the influenza disaster, and a manager of his theatrical business. Mr. Dion Boucicault, said to be a creditor for nearly £500, was named as the plaintiff, and Mr. L. B. Woolbridge (otherwise Mr. W. Lestock), the deceased's attorney, as the defendant.

Mr. Willard Hunt said the application was to appoint a receiver and manager pending the constitution of the personal representative of the estate. The defendant had acted for the deceased for about 20 years, and he had received a cable from the deceased's brother, Mr. Daniel Frohman, residing in New York, saying that there was no will, and instructing him to apply in this country as the deceased's attorney. The late Mr. Frohman produced numerous plays in the country, and was widely known and highly respected in the theatrical world.

His Lordship: Is it known that he has been drowned?

Mr. Hunt said that the body had been found. It had been identified in Queenstown Mortuary, and was being embalmed preparatory to its being sent to America for interment.

Counsel read an affidavit stating that the nearest relative was Mr. Daniel Frohman. The deceased died intestate, and letters of administration were being taken out in New York. The assets in this country included a lease of the Duke of York's Theatre, of which about one and a half years were unexpired, and the piece known as "Rosy Rapture" produced by Mr. Frohman in conjunction with Miss Gaby Deslys. It had been suggested that the theatre should be closed for one night as a mark of respect to the memory of Mr. Frohman.

It was of great importance that the piece should be continued, because some 170 persons were employed in connection with it.

His Lordship appointed a receiver and manager in accordance with counsel's application.

Stone Crushed:—  
Bukit Koman ... 1,305 tons.  
Anderson ... 621 " "  
Junction ... 31 " "  
Bukit Hitam ... 1 " "

1,958 tons.

Huntington Mills  
(2) ran 22.5 days.  
Lost time 5.5 days,  
due to usual causes.  
Surface Ore Crushed:—

Bukit Koman ... 1,716 tons.  
Bukit Hitam ... 1,980 "

3,696 tons.

Total ore crushed in  
Koman Mills ... 5,654 tons.

Amalgam.  
Sponge.  
Bullion.

Stamp Mill. 821 386 380.45  
Huntington Mills ... 563 183 179.00  
Grit Mill ... 91 32 31.00

Totals ... 1,475 601 590.45

Bukit Malacca.  
Two Huntington Mills (2) ran 25.7 days. Lost time 2.3 days, due to changing water service and usual causes.

Surface Ore Crushed:—  
Bukit Koman 2,893 equal to  
Bukit Malacca 2,771 4,814 tons.  
Amalgam collected 1021 ozs.,  
producing 539 ozs. sponge, yielding 530 ozs. smelted gold.

Average yield per ton  
Bt. Koman stamps 4.202 dwts.

Average yield per ton  
Bt. Koman Huntington Mills ... .968 "

Average yield per ton  
Bt. Koman Tailings .57 "

Average yield per ton  
Bt. Malacca Huntington Mills ... 2.201 "

Totals.  
Stones crushed 10,468 tons.  
Amalgam 2,496 ozs.  
Smelted gold 1,120.45  
Average yield per ton 2.14 dwts.  
" fineness 919.9

## BOXING.

Bux Falls to Come up to the  
Scratch.

Despite the facts that articles have been prepared for a fight between Iron Bux and Sapper Richards for the Lightweight Championship of the Orient, and that Sapper Richards has had his deposit lying at this office for some days, neither Bux nor his supporters have been along to cover the guarantee money.

The Hongkong public, for quite a long time, had become a little disheartened as regards the star contests billed in the Colony, and it was with the idea of bringing these up to something like the standard of fights arranged by articles in the offices of the leading sporting papers at home that we decided to draw up articles for the fight which Mr. F. E. Hall was hoping to promote between Bux and Richards. We went so far as to collect the deposit on behalf of Richards, but, though we invited the other side to come along and do likewise, such has not been accepted.

Now for the cause. The purse was to be one of \$300, the winner to receive \$200 and the loser \$100, with an equal division of the \$300 in the event of a draw. These terms Bux would not accept, and, regardless of the fact that Sapper Richards was the holder of the title that Bux is anxious to go back to Manila with, he wanted \$200 win, lose or draw. Bux and his followers believe that Bux is the drawing card and that he should have the selection of the terms. After all, it must not be lost sight of that a man in the fighting game is only a draw so long as he retains favouritism with those who pay for their seats at the contest, and who, incidentally, are the true providers of the purse.

With what promises have been made to either of the men we have no concern; all we are concerned with is the public interest and to that end we drew up the articles, so that the truth could be put before the public in case it was necessary. Once the articles were signed, they governed the fight, and promises from either promoter or from anyone else would not have had any effect as far as they were concerned—what was in the articles would be insisted upon to the letter. It is evident that fights that are rigidly controlled are not looked upon with unanimous favour, and perhaps boxing will be all the clearer and healthier in this Colony when police step in some evening and make a few arrests for ringside betting.

The deposit we held has now been withdrawn and there is little prospect of the fight being arranged as far as we are aware.

## DEATH-CHAMBER BELL.

Doctor's Precautions Against  
Premature Burial.

Dr. Arthur Wilesworth Orwin, of 15, Weymouth-street, W., and Periton Meade, Minehead, who died leaving \$93,512, directed:—

That his executors should take all necessary steps to ascertain that he was in fact dead and not in any other state having the semblance of death, and that until such was ascertained, his nose and mouth were not to be covered in any way, nor his body confined in any shell or coffin.

Among the more specific instructions are the following:

That on his apparent death his body should be kept in a well-warmed bed for 36 hours thereafter, and then placed in a warm room, with the windows partially opened, and watched for 12 days and nights; or until definite signs of decomposition have set in.

During this period the tests given in a pamphlet by Sir Benjamin Ward Richardson, "The Signs and Proofs of Death," are to be applied, and during this period also a bell, easily audible within and without the room, is to be attached to his wrist.

When decomposition shall have set in a surgeon is to completely sever the spinal cord high up in the body which is then to be cremated.

## DAIRY FARM NEWS.

## BUTTER &amp; CHEESE.

Owing to the abnormal prices ruling at present in Australia for Butter, and the rise in the price of Canadian Stilton Cheese, we have been compelled to advance our retail prices to the following:—

DAISY BUTTER	... ..	\$1.10 per lb.
DAIRYMAID	... ..	1.00 "
BUTTERCUP	... ..	.90 "
PASTRY	... ..	.80 "
CHEESE	... ..	.70 "

These prices have been approved by the Food Committee and come into force on 24th May, 1915.

## LANGKAT OUTPUT.

June, 1	... ..	Tons	205
" 2	... ..	"	313
" 3	... ..	"	322
" 4	... ..	"	296
" 5	... ..	"	287
" 6	... ..	"	320
" 7	... ..	"	290
" 8	... ..	"	319
" 9	... ..	"	293
" 10	... ..	"	289
" 11	... ..	"	337
" 12	... ..	"	287
" 13	... ..	"	256
" 14	... ..	"	301
" 15	... ..	"	303
" 16	... ..	"	263
" 17	... ..	"	284
" 18	... ..	"	257

Total to 18th inst. 5,311

Daily average 295.05

## NOTICE

THE 6% INTERNAL LOAN  
OF THE THIRD YEAR OF  
THE CHINESE REPUBLIC  
(1914).

The Public are hereby notified that the second payment of interest of the 6% Internal Loan of the third year of the Chinese Republic (1914) will fall due on the 30th of June of this year. With the exception of the detailed regulations, governing the payment of interest of the said loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorised for the payment of interest, the following important points are hereby published for general information:—

1. The date when the payment of interest begins: 30th June, 4th year of the Chinese Republic.
2. The organs authorised for the payment of interest: a. All Magistrates Yamen. b. The Head and Branch Offices of the Bank of China and of the Bank of Communications. c. The reliable agents of the above mentioned two banks. d. All Maritime Customs Offices.
3. The methods for the claiming of interest: The Public when claiming for the interest must cut down the matured coupons and proceed to any of the above mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons so paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut down the coupons themselves, as the said Bonds have to be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar" and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The blank coupon No. 1 of each bond must be cut down at the time when the coupon No. 2 is presented for payment in cash or for payment of land tax and to be handed over for cancellation together with coupon No. 2. The Public are requested to read over the detailed regulations governing the payment of interest which are obtainable at all authorised organs above mentioned.

By Order,  
THE BUREAU OF  
NATIONAL LOANS

## NOTICE

## POLO.

Under the distinguished patronage of His Excellency Sir Henry May, K.C.M.G. Major-General Kelly, C.B., and Commodore Anstruther, R.N.

## A POLO MATCH

will be played at Causeway Bay on  
Wednesday, June 23rd,  
at 5.30 o'clock,  
(weather permitting)  
in aid of the

## BELGIAN ORPHAN FUND.

## IRELAND.

## Major Lawder.

Lt. Wyndham-Quin, R.N.

Capt. Thomson, 18th L.I.

Lt. Forbes, R.N.

## versus

## THE REST

Capt. Hattersly-Smith, R.A.

V. Smythe, Esq., B.A.

David Landale, Esq.

## A. David, Esq.

By kind permission of Major Nicholson and Officers of the Regiment.

The Band of the 18th Light Infantry.

## will attend.

## ADMISSION

To seats and tea provided by the Members of the Hongkong Polo Club.

## \$2.

Admission to ground for N.C.O.s and men of H.M. Regular and Territorial Forces also the British Employees of H.M. Naval Yard.

## 25 cts.

Refreshment Tent in aid of the Fund.

By the kindness of the Hongkong Tramway Co. extra cars will be run to Causeway Bay from 4.45-5.30.

## TO-DAY'S

## ADVERTISEMENTS.

GANDE, PRICE &amp; Co., Ltd.

Notice is hereby given that the Eighth Ordinary Annual Meeting of the Company will be held at the Company's Offices, 6 Queen's Road, Central, at 12 o'clock noon, on Monday, the 28th day of June, 1915, for the following purposes:—

- (1) To receive the Directors' Report and Accounts for the year 1914.
- (2) To re-elect Directors.
- (3) To re-elect Auditors and
- (4) To transact the ordinary business of the Company.

By order.

S. C. PARK,

Secretary.

Hongkong, 19th June, 1915.

## G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 21st day of June, 1915, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kam Tsin, in the New Territories of Hongkong, for a term of 75 years, commencing from 1st day of July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less 3 days.

## PARTICULARS OF THE LOTS.

No. of Lot	Locality	Boundary Measurements (Approximate)	Area in Acres	Area in Sq. Feet	Annual Rent	Upst. Price
1	As per plan	As per plan	As per plan	As per plan	As per plan	As per plan

COOL AS A  
SEA BREEZEThe new idea and the true idea in  
Summer Underwear as exemplified by

B. V. D.

LOOSE FITTING

UNDERWEAR

and

SLEEPING SUITS

Obtainable at

MACKINTOSH &amp; CO., LTD.

Men's Wear Specialists.

16 DES VŒUX ROAD.

## WM. POWELL, LTD.

TELEPHONE 346.

## FURNISHING FABRICS

INCLUDING

GRETONNES, CASEMENT CLOTHS, LINENS,  
VELVETS, TAPESTRIES, MUSLINS,  
LACE CURTAINS.

SAMPLES ON APPLICATION.

## J. ULLMANN &amp; Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

## COLUMBIA

GRAFONOLAS

and RECORDS.

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG  
and DANCE.

ANDERSON MUSIC CO.,

LTD.

SOLE DISTRIBUTORS.

"JEWEL"

6, Des Vœux Rd.

Tel. 1322

"King George IV"  
Whisky

THE "TOP NOTCH" OF SCOTCH

THE DISTILLERS COMPANY, LIMITED,  
EDINBURGH.

SOLE AGENTS

GANDE, PRICE &amp; CO., LTD.,

Tel. No. 135, 6, Queen's Road Central, Hongkong.



## SHIPPING

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
Bankers, &c.Head Office for the Far East—16, DES VŒUX ROAD, HONG-  
KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA:  
32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP  
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and  
CASHEDCook's "FAR EASTERN TRAVELLER'S GAZETTE" con-  
taining sailings and fares from the Far East to all parts of the  
World, will be forwarded free, on application.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

WESTWARD.

The S.S. "Holsa," tons 5,257, Capt. Butler, will be despatched  
for Singapore on the 19th June.The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched  
for Singapore, Penang and Calcutta on the 19th June.The above steamers have excellent saloon accommodations for  
passengers and are fitted with all modern conveniences and carry a  
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, June 12, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST  
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO  
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.  
SATURDAY, 19th JUNE.

10.00 p.m. Heungshan. | 5.00 p.m. Kinshan.

SUNDAY, 20th JUNE.

10.00 p.m. Fatshan. | 12 noon Heungshan.

Single Fare by Night Steamer..... \$ 6.00  
Return Fare by Night (available also for Return by day Steamer) 10.00  
Single Fare by Day Steamer..... 4.00  
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651 | s.s. Taishan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok  
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's  
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. &amp; 2 p.m. Sundays at 7.30 a.m. &amp; 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th JUNE.

The Company's Steamship TAISHAN  
will depart from the COMPANY'S WING LOK STREET WHARF  
at 9 a.m. and return from Macao at 3 p.m.N.B.—The Company will also run a steamer from Macao on Sunday at 7.30  
a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.  
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON and  
MACAO STEAMBOAT Co., LTD., THE CHINA  
NAVIGATION Co., LTD. & THE INDO-CHINA  
STEAM NAVIGATION Co., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-  
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the  
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to  
Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI.  
These vessels have superior Cabin accommodation and are lighted throughout by  
electricity. Electric fan in each Cabin.Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSIONS (First Floor),  
Opposite the Blake Pier.

## SHIPPING

## JIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said		\$Katori Maru Capt. B. Kon	T. 20,000 {THURS., 1st July, at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shang- hai, Moji, Kobe, Yokkaichi, and Yokohama		\$Tamba Maru Capt. Nagasuye \$Yokohama Maru Capt. Komatsubaru	T. 12,500 {TUES., 29th June, at 4 p.m. T. 12,500 {THURS., 8th July at 4 p.m.
SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, and Townsville and Brisbane		\$Nikko Maru Capt. Takeda \$Hitachi Maru Capt. Tominaga	T. 9,600 {FRI., 16th July at 4 p.m. T. 12,500 {TUES., 17th Aug. at 11 a.m.
CALCUTTA via Singapore, Penang & Rangoon		\$Sanuki Maru Capt. Tsuda	T. 12,500 {SATURDAY, 26th June.
BOMBAY via Singa- pore, Malacca and Colombo		\$Kirin Maru Capt. Sasaki	T. 8,000 {MONDAY, 21st June.
KOBE & Yokohama		\$Colombo Maru Capt. Sakamoto	T. 8,000 {MONDAY, 5th July.
SHANGHAI, Moji & Kobe		\$Bomby Maru Capt. Ohta	T. 8,000 {FRIDAY, 25th June.
NAGASAKI, Kobe & Yokohama		\$Hitachi Maru Capt. Tominaga	T. 13,500 {FRIDAY, 16th July at 10 a.m.
SHANGHAI, Kobe & Yokohama		\$Mishima Maru Capt. Wada	T. 16,000 {TUES., 29th June at 10 a.m.

Omitting Keelung.

Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Hirano Maru	16,000 tons	Thursday 17th June
Katori	20,000 "	1st July
Kamo	16,000 "	15th July
Kashima	20,000 "	29th July

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Tamba Maru	12,500 tons	Tuesday 29th June
Yokohama	12,500 "	Thursday 8th July
Sado	12,500 "	Tuesday 27th July
Awa	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI.....	Chenai	20th June at 4 p.m.
HAIPHONG.....	Kaifong	20th June at 11 a.m.
NEWCHOW.....	Kaifong	20th June at 4 p.m.
H'HOW, P'HOI & H'PHONG	Sungkiang	22nd June at 11 a.m.
MANILA, CEBU & ILOILO	Chinhua	22nd June at 4 p.m.
SHANGHAI.....	Anhui	22nd June at 4 p.m.
SHANGHAI.....	Liangchow	24th June at 4 p.m.
WEIHAIWEI & TTSIN	Huichow	26th June at noon.
MANILA, CEBU & ILOILO	Taming	29th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming,"  
and "Teau." Excellent saloon accommodation amidships; electric  
fans fitted; extra staterooms on deck aft on "Taming" & "Teau."SHANGHAI LINE.—The Twin Screw steamers "Anhui"  
and "Chenai" and the S.S. "Kaichow," "Liangchow,"  
"Luchow," and "Yingchow" having excellent accommodation,  
with Electric Light throughout and Electric Fans in the  
State-rooms and Dining Saloon, maintain a fast schedule service  
between Canton, Hongkong and Shanghai, leaving Hongkong  
for Shanghai direct every Tuesday, Thursday and Sunday, taking  
Cargo on through Bills of Lading to all Yangtze and Northern  
China Ports.These steamers land passengers in Shanghai, avoiding the  
inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Telephone No. 86.

Hongkong 19th June, 1915.

BUTTERFIELD &amp; SWIRE.

Agents.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilaromx	JAVA	24th June	S'HAJ	2nd half June
Tjipanas	S'HAJ	24th June	JAVA	25th June
Tjilatjap	JAPAN	2nd July	JAVA	3rd July

x Wireless Telegraphy.

The steamers are all fitted throughout with electric light and  
have accommodation for a limited number of saloon-passengers. All  
steamers carry a duly qualified surgeon. Cargo taken at through  
rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

[15]

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 29th June, at noon.
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug., at noon.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-  
ARIES etc.  
ROUND THE WORLD Tickets issued in Connection with all the Principal  
Mail lines and the Trans-Siberian Railway.  
Passengers may travel by Railway between ports of call in Japan free of  
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ  
PANAMA, CALI, IQUIQUE and VALPARAISO. THENCE BY TRANS-  
ANDAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage &amp; Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291.

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.MAIL SERVICE TO AUSTRALIA  
VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	24th June	22nd June at 11 a.m.
Empire	15th July	17th July "
Eastern	2nd Aug.	8th Aug. "
Aldenhay	2nd Aug.	23rd Aug. "

The above Steamers are fitted with Refrigerating Machinery, en-  
suring a plentiful supply of Ice, Fresh Provisions, etc., and are  
lighted throughout with Electricity. All State-Rooms have Electric  
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston &amp; Co.,

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the  
Coast, having splendid Accommodation for First-Class Passengers  
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Halching	W. C. Passmore	TUES., 22nd June at 2.30 p.m.
Haimun	A. H. Stewart	SUN., 27th June at 10 a.m.
Haitan	J. W. Evans	TUES., 29th June at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

## LOG BOOK.

N.Y.K. and T.K.K. Rumours  
Shipping and Engineering  
says that there are rumours again  
in Japan that the N. Y. K. is re-  
considering the offer of amal-  
gamation from the Toyo Kisen  
Kaisha. The reduction of the  
subsidy has made it necessary  
for the former to run its vessels  
with the closest economy.

Old China Coast Pilot's Death.

The death occurred at Pen-  
zance, Cornwall, on April 23 of  
Captain J. W. Stavers, late of the  
Toku Pilot Company, who had  
spent over thirty-two years on the  
China coast. Captain Stavers,  
who left China for good last year,  
was sixty-four years of age and  
had acted as pilot at Taku for a  
number of years.—Exchange.

Clyde Output for April.

The output of the Clyde ship-  
building yards during April con-  
stitutes a new low "record," the  
total being only 7,450 tons, spread  
over three vessels. This shows a  
decline of over 50,000 tons as  
compared with the corresponding  
month of last year. For the year  
to date there is a decline of 43,000  
tons. This year's output excludes  
naval work. All the yards on  
the Clyde are now engaged on  
Government contracts.

Board of Trade Committee.

The Board of Trade announces  
that it has appointed a committee  
to consider any cases of hardship  
that may be brought before it on  
behalf of masters, officers and  
seamen, including pilots and ap-  
prentices, of British merchant and  
fishing vessels who have lost per-  
sonal effects through hostile opera-  
tions at sea, without being in a  
position to recover compensation  
or to obtain adequate relief in  
respect of such losses from other  
sources, and to grant such sums  
as it may think just in any such  
cases.

Given a Commission.

Mr. V. A. Large has through  
the medium of the Imperial Mer-  
chant Service Guild, of which he  
is a member, been granted a  
Commission as Lieutenant in the  
Royal Engineers. Mr. Large, for  
some time after the outbreak of  
the war, was in the Government  
Examination Service at Singa-  
pore, and came home as Chief  
Officer of the S.S. "Exford" which  
was captured by the German  
Cruiser "Emden" just before  
her loss, and subsequently reach-  
ed home in safety. Mr. Large is  
the sixth member of the Guild to  
receive a Commission in the Royal  
Engineers. A further 120 mem-  
bers have, through the Guild,  
recently been granted Commis-  
sions in the Royal Naval Reserve.  
—Communicated.

China Coast Gazette.

Mr. E. J. Hempel, second offi-  
cer, Hsin Peking, has gone second  
officer, Poyang.Mr. W. O. Shepherd, second  
officer, Poyang, has gone second  
officer, Hsin Peking.Mr. S. A. Phillip, chief officer  
Chekiang, is on leave. Mr. P. D.  
Crowther, second officer, Cheki-  
ang, has gone chief officer, same  
ship.Mr. D. T. Lewis, from reserve,  
has gone second officer Chekiang.Mr. G. Watkins has been appoint-  
ed second officer, Kiangyung.Mr. A. W. W. has been ap-  
pointed chief officer, Kiangyung.Mr. T. O'Hare has been ap-  
pointed second officer, Kiangyung.Mr. W. Berkeley, second officer  
Chiyeun has gone second officer,  
Yushun.Mr. A. Neilson, second officer,  
Yushun, has gone second officer,  
Hsinming.Mr. H. Lake has been appoint-  
ed second officer, Kwelleo.Mr. Graham, second officer,  
Kwelleo, has resigned.Mr. W. D. Rogers, from reserve,  
has gone second officer, Choyang.Mr. T. Brown, second officer,  
Choyang, has gone acting chief  
officer, same ship.Captain G. S. Holmwood, of  
the Choyang, is on leave. Mr. S.  
O. Mitford, chief officer, Choy-  
ang, has gone acting master,  
same ship. Shipping and Engin-  
eering.Oysters, Fresh, Fried or Stewed  
Fusion, Haddock, Kippers, &c.  
ALEXANDRA CAFE



## SHIPPING

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
MANILA	Loongsang	Sat., 19th June at 3 p.m.
HOIHOW & Haiphong	Loksang	Tues., 22nd June at 7 a.m.
HAIPHONG	Taksang	Thur., 24th June at 7 a.m.
SINGAPORE & Penang	Hopsang	Fri., 25th June at 3 p.m.
YAMA, Kobe & Moji	Yatsing	Sat., 26th June at 3 p.m.
MANILA	Yuensang	Sat., 26th June at 3 p.m.
SHAI, Moji & Kobe	Fooksang	Thur., 1st July at 3 p.m.
SANDAKAN	Hinsang	Fri., 2nd July at 3 p.m.
S'PORE, Pang & C'outta	Lalsang	Sat., 3rd July at 3 p.m.

## Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.  
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.  
For Freight or Passage.

Apply to JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM  
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.  
Subject to change without Notice.

## "SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Monmouthshire	End of June.

## TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER,  
SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents. [9]

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.  
For Freight and Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

Telephone No. 215. Agents. [14]

THE TAIKOO DOCKYARD  
& ENGINEERING Co. OF  
HONGKONG, Ltd.  
TAIKOO DOCKYARD,  
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,  
FORGEWRIGHTS, BRASS & IRON FOUNDERS, CON-  
STRUCTIONAL ELECTRICAL & MECHANICAL  
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

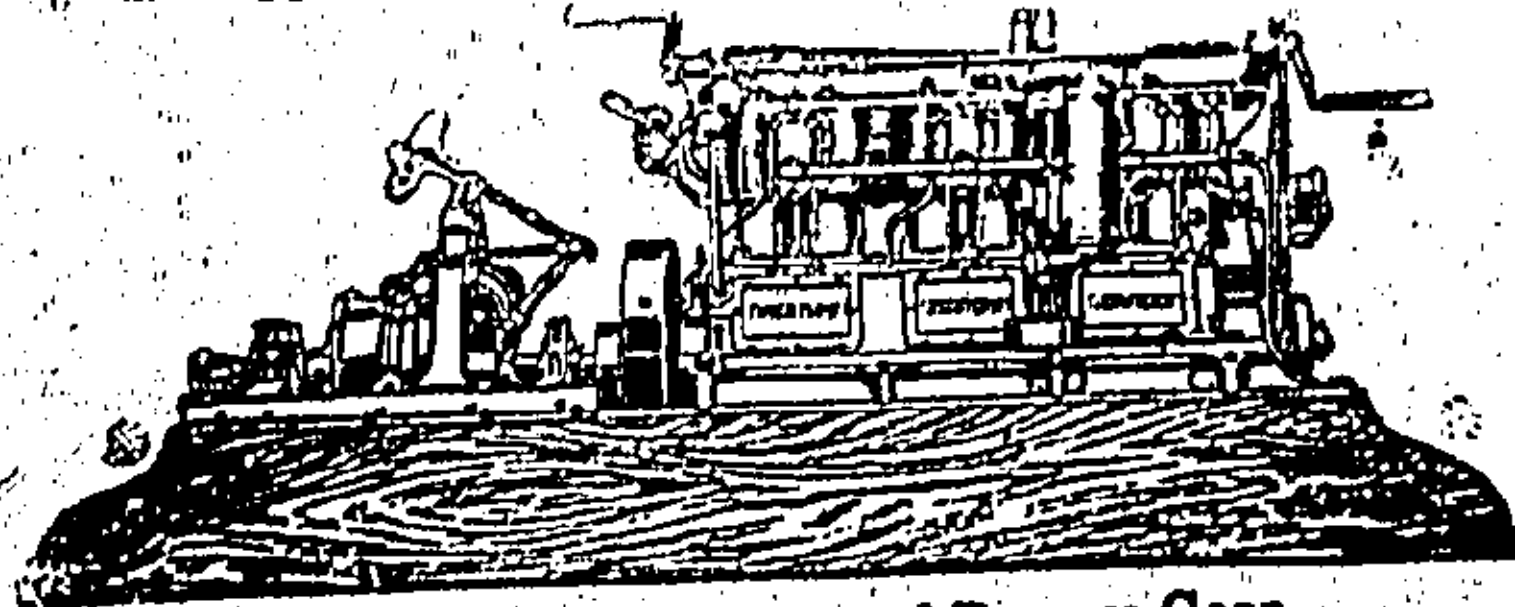
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
displacement, providing conditions for painting ships with most  
efficient results.

100-Ton ELECTRIC CRAN ON QUAY—ELECTRIC OVER-  
HEAD CRANES throughout the Shops, ranging up to 100 Tons,  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2  
150 H. P.  
As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.  
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN  
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR  
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS.

Telephone Address: "TAIKOO DOCK."

TELEPHONE No. 221.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Usual Ports of Call	Malta	P. & O.	19, June
London & Liverpool	Netherby Hall	B. L. L.	23, June
Marseilles via Ports	Chilli	M. M.	26, June
London	Monshire	J. M. Co.	E. of June
M's, L'don via S'pore etc.	Katori M.	N. Y. K.	1, July
L'don, S'pore, via P'ang, C'bo, &c. Karmala	Karmala	P. & O.	7, July

## NEW YORK, SAN FRANCISCO AND CANADA.

Via & T'ma via M'ia, K'lung, B.C.	Canada M.	O. S. K.	21, June
San F'co via Manila & Japan &c.	Maachuris	P. M. Co.	22, June
Delagoa Bay, D'ban, E. L'don &c.	Kathiawar	B. L.	23, June
V'ia, B.O., & S'tle via K'lung &c.	Tamba M.	O. S. K.	23, June
New York via Suez Canal	Saint Ronald	D. & Co.	5, July
New York via Panama	Walton Hall	B. L. L.	8, July
South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'cisco via M'ia & Japan &c.	Nippon M.	T. K. K.	13, July
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	20, July
San F'cisco via S'hai & Japan &c.	Persia	P. M. Co.	3, Aug.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	10, Aug.

## AUSTRALIA.

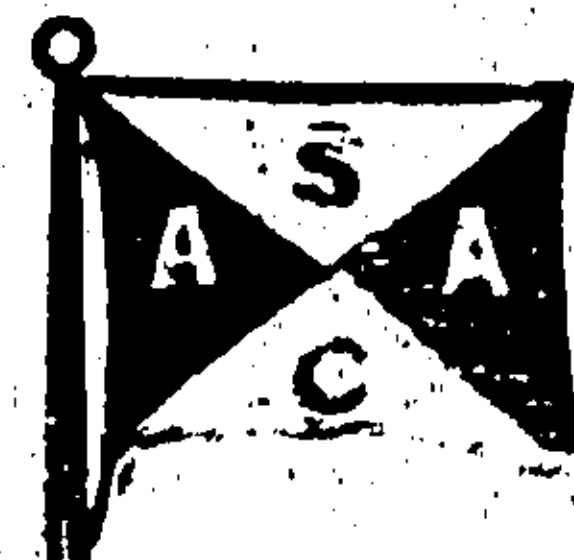
Australian Ports	Changsha	B. & S.	21, June
Australian Ports	St. Albans	G. L. Co.	22, June

## SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haitan	D. L. Co.	18, June
Manila	Loongsang	J. M. Co.	19, June
Shanghai	Sardinia	P. & O.	19, June
Shanghai, Y'hama, Kobe & Moji	Itola	D. S. Co.	20, June
Singapore, Penang & Calcutta	Japan	D. S. Co.	20, June
Hoihow and Haiphong	Loksang	J. M. Co.	20, June
Swatow, Amoy & Foochow	Haiching	D. L. Co.	22, June
Shanghai	Hangsang	J. M. Co.	24, June
Singapore, Mauritius & South	Salamis	B. L. L.	25, June
African Ports	Kashgar	P. & O.	25, June
Sh'hai, Moji, Kobe and Yokohama	Bombay M.	N. Y. K.	25, June
Shanghai, Moji & Kobe	M. M.	M. M.	28, June
Shanghai, Kobe & Yokohama	V. Clotat	P. & O.	2, July
Sh'hai, Moji, Kobe and Yokohama	Kashgar	J. M. Co.	2, July
Sandakan	Hinsang	J. M. Co.	2, July
Shanghai	Tipanas	J. O. J. L.	Q. desp.
Shanghai	Tjitaroom	J. O. J. L.	Q. desp.
Shanghai	Tjikembang	J. O. J. L.	Q. desp.
Japan	Tjilatjap	J. O. J. L.	Q. desp.
Shanghai	Tjimanoeck	J. O. J. L.	Q. desp.
Shanghai	Tjibodas	J. O. J. L.	Q. desp.

## TO SAIL

## HONGKONG-NEW YORK.



## AMERICAN ASIATIC S.S. Co.

## FOR BOSTON &amp; NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES &amp; CO.,

General Agents.

## TO SAIL.

## FOR SAN FRANCISCO.

The Steamship

"SAIKAI MARU"

The above steamer will be  
despatched for San Francisco  
direct on or about the 1st July.  
For freight and particulars,  
apply to

JARDINE, MATHESON  
& Co., Ltd.

Agents.

Hongkong, 17th June, 1915.

## TO SAIL.

## THE INDRA LINE Ltd.

For Boston & New York,  
via Suez.For Freight, Passage and  
Further Particulars, apply to:—JARDINE, MATHESON  
& Co., Ltd.

Agents.

Telephone No. 215, Sub. Ex. No. 9.  
Hongkong, 23rd February, 1915.MOVEMENTS OF  
STEAMERS.

## CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE 1,330  
miles from Yokohama, the 14th June, at  
midnight, due to arrive Yokohama the  
19th June, p.m. leaves Yokohama the 20th  
June, p.m.

## AMERICAN MAIL.

The P. M. s.s. MANCHURIA will be  
despatched from this port on Wednes-  
day June 23, at 1 p.m. for San Francisco,  
via Shanghai, Nagasaki, Kobe, Yokohama,  
Shimonoseki, Yokohama and Honolulu.

The P. M. s.s. PERSIA arrived at San  
Francisco on the 14th inst.

## MERCHANT STEAMERS.

The I. O. S. N. s.s. YATSHING from  
Calcutta is due at Hongkong on the 21st  
June.

The I. O. S. N. s.s. FOOKSANG from  
Calcutta is due at Hongkong on the 26th  
June.

The I. C. S. N. s.s. WINGSANG from  
Chefoo is due at Hongkong on the 26th June.

The I. C. S. N. s.s. HANGSANG from  
Shanghai is due at Hongkong on the 21st  
June.

The I. C. S. N. s.s. HINSANG from  
Saidpur is due at Hongkong about the  
20th June.

The S. L. s.s. MERIONETHSHIRE from  
London is due at Hongkong on the 25th  
June.

The S. L. s.s. RADNORSHIRE from  
London is due at Hongkong on the 12th  
July.

The I. L. s.s. INDRASANUTA from  
Vladivostok for Shanghai is due at  
Hongkong and July, leaves for New York.

## VESSELS IN PORT.

## Steamers.

Providence, Norw. s.s. 693, M. G. Steen,  
31st May—Sydney, 8th May, Bal-  
last—T. & Co.

Unkal Maru, Jap. s.s. 1,988, G. Kamasaki,  
1st inst.—Wakamatsu, 25th ulto.  
Coal—M.B.K.

Robert Dollar, Am. s.s. R. L. Morton, 6th  
inst.—Manila, Gen.—D. Co.

Tjipanas, Dut. s.s. 5,000, A. de Laugel, 6th  
inst.—Java, Sugar—J.O.J.L.

Anamba, Br. s.s. 1,159, H. E. Hill, 7th inst.  
—Manila, 2nd inst., Ballast—A.  
P. & Co.

Mitsuki Maru, Jap. s.s. 2,703, P. Nakamura,  
8th inst.—Penang, 31st ulto.  
Gen.—D. & Co.

Ranolla, Br. s.s. 3,496, J. T. Welsh, 8th inst.  
—Newchwang, 1st inst., Ballast  
—A. P. & Co.

Annar, Norw. s.s. 1,017, T. Odine, 8th inst.  
—Bangkok, 1st inst., Gen.—T. &  
Co.

Luch-w, Br. s.s. 1,238, D. R. Davies, 10th  
inst.—Shanghai, General—B. &  
S.

Hopsang, Br. s.s. 1,359, C. A. Robertson,  
11th inst.—Bangkok, 4th inst.,  
Rice—J. M. & Co.

Taihei Maru, Jap. s.s. 2,123, J. Horuchi,  
13th inst.—Dairen, Coal—M. Co.

Taiwan Maru, Jap. s.s. 1,145, 13th inst.—  
Taurone, 10th inst., Gen.—D. and  
Co.

Fukura Maru, Jap. s.s. 1,929, T. Okagaki,  
13th inst.—Moji, 7th inst., Coal—  
M.B.G.K.

Foolee, Chinese s.s. 859, B. Miyonara, 14th  
inst.—Wai-haiwei, 7th inst.,  
Gen.—Chinese.

Fookhing, Br. s.s. 1,143, J. M. Hay, 14th  
inst.—Hongay, 11th inst., Coal—  
J. M. & Co.

Itola, Br. s.s. 3,402, R. S. B. Butter, 15th  
inst.—Singapore, 9th inst., Gen.—  
D. S. & Co.

Chilidar, Norw. s.s. N. Hjorth, 15th inst.—  
Bangkok, Rice—T. & Co.

Loongrang, Br. s.s. 1,292, G. G. Leask, 15th  
inst.—Manila, 12th inst., General  
J. M. & Co.

Manchuria, Am. s.s. 8,750, A. Dixon, 16th  
June—San Francisco, General—  
P. M. S. S. Co.

Keijo Maru, Jap. s.s. 1,163, D. Imadzum, 16th  
June—Haiphong, 12th June  
Gen.—O.S.K.

Loksang, Br. s.s. 3,770, D. W. Ritchie, 16th June  
—Hoihow, 15th June, General—  
J. M. & Co.

Changsha, Br. s.s. 1,463, F. C. Gambrell,  
16th inst.—Melbourne, General—  
B. & S.

Derwent, Br. s.s. 1,625, A. Jenkins, 17th  
June—Saigon, 13th June, Gen.—  
Chinese.

Panama, Danish s.s. 3,300, A. K. Soyem-  
mann, 17th June—Port Arthur,  
Kerosine oil—T. & Co.

Utrecht, Dut. s.s. 1,084, J. O. Anker, 17th  
June—Singapore, 9th June, Ker-  
osine oil—A. P. & Co.

Railong, Br. s.s. 987, J. B. Evans, 17th  
June—Haiphong, Gen.—B. & S.

Moresby, Br. s.s. 1,338, J. Fotheringham,  
17th inst.—Bangkok, 9th inst.,  
Rice—Ray & Co.

Sardinia, Br. s.s. 4,143, J. T. Jeffery, 18th  
June—Singapore, 13th June, Gen.—  
P. & O. S. N. Co.

## TO SAIL.

## REDUCED FIRST CLASS FARES.

## GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA." (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680  
Feet. Beam 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA,  
Kobe & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	£36
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	46.10
Manila, Hongkong, Shanghai or Japan Ports of call to London	65
London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London	114
London and Return (Six Months)	174

Reduced rates to all Points in the United States, Canada,  
and Europe.

Luxurious Passenger Accommodation—Suites and State-rooms  
(all outside rooms), Music room, Library, Smoking room, Nursery,  
Laundry, Telephones, etc.

DIRECT connection at Seattle with Great Northern and  
Northern Pacific Railways for all points in the United States,  
Canada and Europe.

Cabin passengers may travel by rail if desired between ports  
of Yokohama, Kobe and Nagasaki, without extra charge.  
Special rates to Missionaries, and their families.

For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

Prince's Building.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

## JAPAN, CHINA &amp; STRAITS

TO

## UNITED KINGDOM AND CONTINENT.

For

Steamer

Sails.

LONDON &amp; LIVERPOOL...Netherby Hall 23rd June.

MARSEILLES &amp; LONDON...City of Rangoon 26th July.

Subject to change without notice.

For rates of freight and further information apply to

## THE BANK LINE, LTD.

Hongkong, 18th June 1915.

General Agents.

## AMERICAN AND MANCHURIAN LINE.

For NEW YORK via PANAMA.

THE Steamship.

## "WALTON HALL"

5,933 tons, will be despatched as above on Thursday, 8th July.

For freight and further particulars apply to:—

THE BANK LINE LTD.

General Agents.

Hongkong, 7th June, 1915.

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.O. T.H. Edition: Engineering, First and Second Edition: Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

## THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SLIP AT ORDINARY SPRING TIDES	RISE OF TIDE	SPRINGS	NEAPS
KOWLOON						
No. 1 Dock, Kowloon	200	144' top bottom	20'	7' 6"		
No. 2 Dock, Kowloon	274	24'	18' 6"	7' 6"		
No. 3 Dock, Kowloon	244	22' 6"	18'	7' 6"		
Patent Slip, No. 1 Kowloon	280	50'	24'	7' 6"		
WAI-KOK-TSUI						
Competition Dock	40'	14'	20'	7' 6"		



# THE HONGKONG TELEGRAPH.

## EXTRA

HONGKONG, SATURDAY, JUNE 19, 1915.

### PROCEEDINGS OF THE ROYAL SOCIETY OF ARTS.

#### FIFTEENTH ORDINARY MEETING.

(Continued from last Saturday.)

The first chapter of Government intervention was to relieve the War Refugees' Committee of the expense and difficulty of providing refugees in London. The Government took the Alexandra Palace, and in that and other available public institutions it organised, under the Metropolitan Asylums Board and the Boards of Guardians, refugees which had a total capacity of about 8,000 persons. After the fall of Antwerp, Earl's Court camp, with a further capacity of 4,000 persons, was added to the Government Refugees. Up to the middle of September the War Refugees' Committee had had difficulty in receiving as many as 500 a day. Since that time, so far as the great majority, which consisted of working-class refugees, are concerned, the War Refugees' Committee has been relieved of anxiety. The first needs of shelter and food were supplied, and admirably supplied, by the Government refugees. I should like, in passing, to offer my tribute of praise to the splendid work done by the officials alike of the Metropolitan Asylums Board and the Boards of Guardians. I was for many weeks in close relation day and night with what was being done, and I can speak from personal observation of the devoted zeal, the kindness of heart, and the untiring industry with which the work of receiving, housing, and feeding the refugees was carried out.

The organisation of the Alexandra Palace, where, at first, about 1,500 were received, may be taken as a sample of the rest. The Alexandra Palace, as you know, is a large glass building originally intended for public recreation and conveniently situated in its own grounds on a hill overlooking the north of London. Its central halls, with their merry-go-rounds and swing-boats, lent themselves readily to the reception of refugees, and in the early days visitors who went to condole with the victims of tragic misfortune were usually saluted with shouts of delight proceeding from children profiting with all the unconsciousness of their age, by the unusual opportunities of enjoyment. The glass roofs of the building admitted sunshine to every corner. One of the central halls was converted into a great dining-room, where sufficient and comfortable meals were served with order and regularity. Beyond the dining-room there was a nursery and hospital, bright with white beds and flowers. Beyond the hospital a large hall has been converted into a bathroom with curtains of 100 baths, fitted with hot and cold water, are at the disposal of the refugees. Another large room was used as a schoolroom and kindergarten for the children. The many rooms surrounding the central halls were converted into dormitories holding each from sixty to 100 beds. In one room the beds had pink coverings, in the next they had blue. Screens covered with chintz gave a certain privacy to groups of beds. Crucifixes were fixed upon the walls. There were lace curtains in the windows. A cinema theatre was converted into a chapel. Large rooms were set aside for workrooms and the distribution of clothing. These were the arrangements made before the fall of Antwerp for the general means of refugees. Upstairs, in a more

private wing of the building, there was accommodation, with a comfortably-furnished sitting-room and dining-room, for about 100 persons who might for any reason on their first arrival be distinguished from the ordinary crowd. Before the fall of Antwerp, since which period the rush of refugees has caused too great a pressure of over-crowding, there was a grace, almost a certain charm, in the arrangements.

Alexandra Palace was, of course, only one place. The spirit which dictated its organisation pre-empted also over the organisation of the other refugees. The first refugees arrived usually in a state of absolute destitution. Their constant prayer was that they might be immediately allowed to work and to earn for themselves some portion back of what they had lost. But an opinion was at that time held that no attempt should be made to obtain employment for these refugees in the ordinary labour market of the country, and the lavish hospitality which was offered to them encouraged the hope that they might be amply provided for by private beneficence during the continuance of the war.

The first work of the War Refugees' Committee when the refugees arrived in the Government refuge was, therefore, to supply them, as far as possible, with immediate necessities. They needed everything. Besides the substantial necessities of clothes and shoes, they wanted combs, brushes, soap, hairpins, bootlaces, braces, needles, cotton, thimbles—everything that even the poorest find necessary in daily life. The men, of course, urgently needed tobacco, the women wanted knitting-needles and wool to knit. We did our best to supply all these, and among the small articles which at that time were distributed freely none were more eagerly accepted than rosaries. We gave them away by thousands. The exodus had been so sudden that they had apparently in many cases been left behind, and men and women alike among the first arrivals from the Walloon country seemed anxious to possess themselves of this usual accompaniment of prayer.

There are subjects about which one hesitates to speak in public, yet I would like just to place on record the impression we received from these first refugees of simple faith. They seemed themselves to realise, in the tragic extremity of their distress, that they had lost everything except their God, and I cannot easily convey the touching fervour of the prayers in the chapels of the refugees at which I once or twice incidentally assisted. Piety, courage, extraordinary fortitude, and overflowing heartfelt gratitude for all that was being done for them in England were the principal characteristics that enlisted our sympathy and admiration for our guests.

I know it may be said that the heroic note has not been consistently sustained. That is only to say that human nature remains human in all circumstances. And I would ask, if Oxford had suffered the fate of Louvain, if Canterbury had been destroyed instead of Rheims, if Manchester or Birmingham or Leeds had been bombarded and their population driven out homeless and penniless to foreign shores, do you believe that the whole exodus

would have been an exodus of heroes? From the days of Israel onward some members of every great migration have been found to murmur and to cry for quails as well as manna in the desert. None grieve for this occasional backsliding more sincerely than the majority of the better-disposed Belgians themselves. I only wish to bear testimony to the other side, which I have myself seen and admired, of patient and even magnificent endurance.

The refugees were only supposed to remain in the London refuges for a period of three to five days at the outside. Once rested and refitted, it was the work of the War Refugees' Committee to pass them on to the permanent homes so cordially offered by the hospitality of the country. It was in these homes their real reception awaited them, and in these that was prepared for them by the kindness of individual English hearts the "haven where they would be." With what happened after they left our hands we had, of course, little or nothing to do. Everyone gave to his own guests according to the fullness of his means. We received many letters, of enthusiastic thanks, expressing the content and joy of the refugees, but our business was only to organise the passing of the refugees from the London refuges to their homes.

The brunt of this work fell, of course, on our Allocation Department, which, as the pressure grew more and more acute through the months of September and October, was obliged steadily to increase its forces. It employed at one time upwards of 100 volunteers. The work of these ladies and gentlemen consisted in receiving from the Correspondence Department overnight, cards upon which the offers of hospitality made to the Committee were indexed. With the cards they went on the following day into the refuges, and subsequently into hotels in which better-class refugees were housed; and their object was—acting with as much tact and sympathy as possible—to find from the information given on the cards the most suitable accommodation for the many differing parties of refugees who presented themselves. At the beginning of the movement refugees had to be dealt with only at the rate of 100 or 200 per day. From the date of the public offer of national hospitality made by the Government the number increased steadily until, during the rush created by the fall of Antwerp, which marked the maximum pressure of the movement, it became necessary for the Allocation Department to deal with upwards of 2,000 persons every day. It is difficult for the public to realise the magnitude of the task thus performed. It involved not only the delicate personal decisions which had to be made by each individual allocator, but it carried with all the complicated arrangements of registration, transport and warning of hosts. All four branches of the Allocation Department were at this time worked to their utmost.

The arrangements for transport of these separate branches fell upon the Transport Department. Every refugee who arrived from the Continent had to be met and taken to a refuge or an hotel. Every refugee who had left one of the refuges or an hotel to take up the hospitality allotted to him in the country had to be provided with a pass over the railway, had to be conveyed to the railway station, and his host had to be warned at what hour and at what station he was to be received. During the stress created by the fall of Antwerp—when upwards of 4,000 refugees were received in one day by trainloads from the Continent, and as many as 2,000 had to be sent in small individual groups to different stations of the

British Isles—a total of 6,000 had to be handled every day. No warning nor preparation could be given as to the numbers to be dealt with. While the crisis lasted they poured in day and night, taxing the energies of the whole organisation almost to breaking-point. Not only Transport and Allocation, but Clothing, Correspondence and Local Committees were heavily worked. They bore the strain. There was no breakdown. We were able to meet and deal with the crisis. It may readily be imagined that in work of a delicate nature accomplished under such pressure some mistakes were inevitable. But we worked with the consoling thought present to our minds that, if the public could have realised the conditions under which the work was done, it would have been surprised rather at the few than at the many errors into which we fell.

The fall of Antwerp brought us to a new chapter of our work, of which I would have much to say, but that I have already kept you longer than I would have wished. I must touch only as briefly as possible on the aspects of the questions which now present themselves.

The crisis lasted only a couple of weeks. The occupation of Ostend by the Germans on October 17th closed the Belgian coast and stopped the daily transport service. Since that time refugees have been only able to reach us by way of Holland, and though this country has continued to provide such facilities as are possible for their transit, the figures of the daily arrivals have fallen considerably. The total for November was the lowest for any month since the beginning of the war. In December and January the numbers again mounted, giving a total of 12,000 for December and 14,000 for January. Refugees are still, notwithstanding the dangers of mines and submarines, and the prohibition of our blockade zone, arriving in numbers which are to be counted daily in three figures. But the rush is over. We are no longer working under the same conditions of pressure.

There are noticeable also some other remarkable differences. We are working now with a different class of refugees. The simple country folk of the first exodus have given place to the urban population of the great towns, and they come to us under different conditions. The early refugees had, as I have told you, suffered in their own persons all the worst horrors of war. Since the fall of Antwerp the flight has been rather—though not, of course, wholly from "the wrath to come." Many refugees are fleeing from what they fear may happen rather than from what has actually happened. I speak chiefly for the moment of the working-classes. Many of those now coming have been attracted to this country by the accounts sent back in the first moments of relief and gratitude by the earlier refugees. In the refuges and hotels we saw many of the postcards written by the first refugees, and they represented this country and people as something so near Paradise and the angels, that expectation based upon such description could hardly fail of disappointment. It need not, therefore, be a matter of surprise if some difference is observable between the attitude and tone of the refugees housed in the Government refuges to-day, and those with whom the same refugees were filled in the earlier stages of the movement.

The gradual development of the situation which has brought us a different class of refugees has also brought about a very important modification of opinion with regard to the condition of their reception. It has been decided that the employment of re-

fugees instead of being deprecated should now be encouraged, and that instead of depending for subsistence on the hospitality of the country they should as far as possible be enabled to support themselves. A Government Committee has been appointed, as you know, under the chairmanship of Sir Ernest Hatch, to consider the conditions under which effect can be given to this new view of the situation. Belgian Labour Bureaux working in connection with the Central Labour Bureau have been established in the Government refuges, as also in the Rink at Aldwych. Recruiting bureaux have been established in the Government refuges, by means of which Belgians of military age are enabled to join their colours and return to the front at Flanders. By these agencies, in conjunction with the Government refuges and other forms of Government relief for urgent cases, the problem of the reception of working-class refugees may, I think, be said to have been met and disposed of.

The problem with which, since Christmas, we have been most acutely preoccupied is the problem of giving suitable help to the urgent needs of the propertied and professional classes. This is a class with which I have myself been thrown into close and constant touch, and the sorrows and difficulties of their position are very vivid to me. They have suffered, of course, horribly in regard to their material possessions, and the numbers increase daily of persons accustomed to live in the comfort of comparative affluence who are reduced to absolute penury. Such cases call for the sincerest sympathy and for practical help. Where only material possessions are concerned they do not, it must be recognised, make quite the same poignant appeal to elemental emotions that was made by the earlier refugees. But there is seldom a day in which some special case does not present itself. A day or two ago it was a case of a man of good position and once ample means, who had seen his wife and daughter shot by the Germans, and who came in search of some educational facilities for his little boy, the only member of the family now left to him. He was entirely penniless. The next day it was a manufacturer from Louvain who had shared in all the horrors attending the destruction of that town. His town house and his country house, with all that they contained, had been destroyed. He himself had been taken as a hostage by the Germans. He was three times blindfolded and ordered to be shot, and three times at the last moment the order was countermanded. He was beaten and spat upon. He was forced to march with other Belgians as a covering tank in front of the German advance. As he said, in very quietly relating these experiences: "It is doubtful whether the Germans really used Belgian civilians as a covering-shield for their soldiers. I know, because they have used me. They put us in the front of their attack and bullets whistled between us as we advanced." But these things were all as nothing to the anguish of knowing that the soldiery which had marched him away in one direction had taken his wife away in another. It was impossible for him to know anything of her fate. After some days of marching in front of the German troops they came in touch with Belgian outposts. He was able to effect his escape, and he reached Antwerp through the Belgian lines. Still unable to obtain any news of his wife, he advertised in the hope that the news he gave of himself might reach her eyes. It did. After long delay the news was brought to him that she

was alive, that she had escaped without serious injury from the Germans, and that she was in hiding in the neighbourhood of Louvain. To reach her he went on foot from Antwerp to Louvain, passing as he could through the German lines, hiding at times in ditches and swamps, wading through rivers to avoid the guarded roads. He told me the whole story with absolute calm, and only when he came to the climax of their meeting he suddenly broke down. "My wife," he said, "she had been living in the woods and fields with practically nothing to eat. She was a black skeleton, mere skin drawn over her bones." He could say no more. I didn't wish that he should. My business was merely to find him some means of living now that he and his wife were together in a place of safety. You can understand that, after hearing such a story, one's only feeling is that peace and security must somehow be assured.

In the early part of the movement such cases as these were provided for by private hospitality, and I come now to the greatest change of all which the movement has undergone. The movement of private hospitality, which has provided from first to last for a figure approaching to something like a quarter of a million refugees, has, as was to be certain extent inevitable, exhausted its first impulse. About Christmas-time we began to realise that the offers of hospitality had ceased. No fresh offers came, and hosts who had previously had Belgians in their houses wrote that they would shortly be needing this accommodation for other purposes. Our Allocation Department became a department of reallocation. Gifts of clothing also sensibly diminished.

The funds of the War Refugees' Committee, which have been devoted to the relief of Belgians in England, have never been very great. Public contributions in money have been more usually given to the Belgian Relief Fund, which is entirely devoted to the relief of Belgians in Belgium. We have sometimes thought that the public did not clearly understand the distinction between the two Funds. Our wealth has consisted mainly in offers of hospitality and gifts in kind. When these began to cease we saw ourselves in danger of being unable to continue our work for want of means, and this situation introduced the present and latest chapter upon which we have entered.

I am sorry that I am not able at present to enter into a full explanation of schemes which are as yet imperfectly developed. A time will come when all information will be freely given. For our present purpose I will ask you only to take from me that we have been able to obtain, under certain conditions, a command of funds which permit us to give relief in cases of strict necessity. The money available is not to be regarded as a substitute for, but as a supplement to, private generosity. It is, in certain cases, sufficient for the necessities of a working-man. The part of private generosity for better-class refugees still remains to bring the bare necessities of life up to the standard which the nation would wish to offer in such cases as those I have just now cited.

There are many obvious ways in which this can be done. Among them the most generally successful, so far, has been the organisation of large houses on the basis of gratuitous hotels. I have myself organised two or three such houses, notably one at Harrington House, in Kensington Palace Gardens, lent to me for the purpose by Lord Harrington; another at Hambro House in Princes Gate, lent by Mr. and Mrs. Eric Hambro; and a third in the King's Weigh House, Port of London, furnished and lent by

the congregation of the King's Weigh House Chapel in Duke Street. In these houses I have been able to receive about 120 refugees, who make with regard to them very charming expressions of content. What I have done has also been done by many others, and it has been thought that many people who are no longer able to entertain Belgian refugees in their own homes may be willing to contribute towards a system of organised hospitality under which suitable homes can be provided.

Another way of meeting the necessities of the class of refugees of whom we are now speaking is by paying the rent of furnished flats in which a very small grant is sometimes enough to render domestic life a possibility. Among the propertied and professional classes there are some who have still some small resources. For these the active brain of Mrs. Lytton has devised a scheme, which she is administering as a branch of the War Refugees' Committee, of flats furnished by the Committee and placed at the lowest possible prices at the service of the refugees. The scheme deserves a fuller description than I am able to give it. In all schemes of hospitable relief the national food supply, of which the gratuitous food is in great degree contributed as a free gift by our colonies, plays an important part.

I would like to have been able to do justice to other institutions for the assistance of refugees which have from the beginning of the movement developed as branches of the Allocation Department at Aldwych. I can only permit myself just to name the Education Department, under Lady Gladstone, Mr. Englehart (of Laper Island fame) and Father Christie where, by a movement of educational hospitality offered by the public schools, the Catholic institutions and the universities of the country, free education has been provided for nearly two thousand Belgian young people. In this movement I am glad to be able to say that Eton, Oxford and Cambridge have handsomely done their part.

Another branch of activity which has been of the greatest value throughout the whole movement has been the Health Department, which, under Mrs. George Montagu, assisted by Miss Page, the daughter of the American Ambassador, has given help and relief to hundreds of cases of the sick and otherwise disabled.

All these and many other departments are still active at Aldwych. Lord Lytton, Lord Gladstone and Mr. Dickinson, who have been associated in a Management Committee since the opening of our latest chapter, have their time fully occupied. There is no sign of any diminution of work. Neither is there on our part any diminution of energy or of interest in the work which still remains to be done.

You may be inclined to think from the particulars which I have given you of this latest chapter of the work that the heroic moment of the movement has passed for England as well as for our guests. I would only venture to say that in heroic moments resolutions are conceived—it is subsequent acts to give them shape. In the details which I have given you we are simply working out the national resolution that the exiles now in our midst shall be cared for, helped, and protected to the limits of our ability in this country, until the day dawns for them when they may return to the homes they love. We see no end, and we desire to see no end, to our exertions; but the day of reparation. Be that day near or far, we continue our work till it is reached, and we look with quiet confidence and absolute assurance to the public we know to give us the full support of its sympathy and its help.



# THE HONGKONG TELEGRAPH.

## SECOND EXTRA

HONGKONG, SATURDAY, JUNE 19, 1915.

### TRADING WITH THE ENEMY.

Conviction Entered at Shanghai

As the result of a successful appeal by the Crown, and in accordance with the direction of the Judge, Mr. G. W. King at Shanghai Police Court last Saturday entered a conviction against Messrs. Andrews von Fischerz and George on the charge of breach of the King's Regulations with regard to trading with the enemy.

Mr. S. H. McKean appeared on behalf of the Crown and formally asked that a conviction be entered.

Mr. W. A. O. Platt, for the defendants, asked to be allowed to address his Worship on the question of penalty, and in doing so drew special attention to dates in the case. The evidence showed, he said, that the goods which were subject to the draft in question were ordered long before the war; they were ordered early in 1914. The credit of \$2,500 was opened by Messrs. Andrews von Fischerz & Co. on January 6 last, and that was long before the King's Regulations were issued. This credit was sent by the bank here to the bank at Amsterdam by letter dated January 11, and that also was long before the King's Regulations came into force. On February 5 the draft was drawn by Kanitz & Co. on the defendants to the order of a neutral bank, and this also was before the time of the King's Regulations. They were not in force when Kanitz & Co. on February 8 sent the draft to the bank at Amsterdam paid the draft.

His Worship—Were all these things long before the King's Regulations?

Mr. Platt—On February 20 the bank paid the draft because by that time the letter had arrived establishing the credit. That was, of course, after the King's Regulations were published. They were published at the Consulate here on the 8th, but I would ask the Court to bear in mind that the announcement was not made in the N. C. D. News until the 20th. This was the first day on which the regulations were given a wide publicity.

His Worship—There is the question of acceptance?

Mr. Platt—On March 23 a representative of my clients met the Consular authorities and informed them that this draft had arrived. Some misunderstanding arose with regard to the interview. Mr. Dougall was advised that he had better go and see his solicitors about accepting the draft. Unfortunately, he did not do so, and on March 29 the draft was accepted. It was not really until March 23 that this company was recognised by the Consular authorities as a British company. When the bank presented the draft for acceptance Counsel continued, the draft had been paid out of the defendants' funds, but the neutral bank had to be repaid. The neutral bank could have sued his clients. They therefore could have paid the bank in cash and if that had been done no trouble or difficulty would have arisen; or they could have accepted the bill. Unfortunately, they accepted the bill. What his clients could have done was this: when the King's Regulations were published on February 8 (they did not know of their publication until February 20) they should have telegraphed cancelling the credit. But they did not see the notice with regard to the regulations in the paper, and it was not brought to their notice until February 20. If they had telegraphed them of course, it would

have been too late, for the draft was paid in Amsterdam on February 20. Counsel urged that his clients could not reasonably be considered as having knowledge of the regulations until February 20. When the notice concerning them was published in the North China Daily News, he did not think they could have been expected to flatten their noses against the Consulate notice boards to see what notices were up. A technical offence against the King's Regulations had been committed, but if the case were judged strictly on its merits it could not be held to be a very heinous offence, and justice would be met, Counsel thought, by the imposition of a small penalty.

His Worship—The defendants put themselves in the wrong by accepting the draft on March 20, a long time after the King's Regulations had been in force. Notice had been given to the public. They had plenty of warning.

Mr. Platt further pointed out that on March 20 the draft had been paid, with the bank's money, on instructions from his clients, and therefore the bank had the right to sue them for the amount paid on that draft at their request. If his clients had paid the bank in cash, no trouble would have arisen.

His Worship—That is exactly where your clients put themselves in the wrong. Why didn't they do it? It seems to me that this particular case is as bad as any of the others. The contract was entered into before the war began, but it was carried out afterwards. No doubt war breaking out upset business, and it would not be for some months till this British firm here could get into proper communication with the alien enemy firm in Hamburg and start their operations.

Mr. Platt—British subjects were not committing an offence until February 8, at the earliest.

His Worship—Yes, but I have got this fact: that they accepted on March 29. They could have gone on February 20 and have found their legal position. I appreciate the facts you have stated, but I cannot see how, having been directed by the Upper Court to convict, which of course I do now, I cannot see why I should inflict a less penalty in this case than in the other cases. I shall enter a conviction and fine defendants \$20.

Mr. McKean applied for costs, under Article 63 of the Order in Council of 1904.

His Worship observed that the application was belated, and Counsel was indebted to the fortune of the law for the opportunity of making it. He would not have been able to do so had not the Judge in the Appeal Court referred the case back.

Mr. Platt described the application as a very ingenious one on the part of the Crown. The defendants had given the Crown every assistance; in fact the case could not have been brought at all if that assistance had not been given. Of course he had to admit that the application was technically right.

His Worship made an order for the payment of \$25 costs.—N. C. Daily News.

Dr. Clifford's Successor, The Rev. S. W. Hughes, Pastor of Christ Church, Aston, interviewed in Birmingham said he had received an unanimous invitation from the congregation of Westbourne Park Church to take up the ministry which Dr. Clifford had earnestly seconded the invitation. Mr. Hughes added that, whilst sensible of the honour, he must take time to deliberate, and would make known his decision later. Mr. Hughes is a son of the late Mr. Sam Hughes, who played a prominent part in the civic life of Northampton.

### SEAMEN CHARGED.

Hard Labour for Drunken Cook and Steward.

Before Commander O. W. Beckwith R. N., at the Marine Court this morning, James Forthberghame, master of the s.s. Morseby, charged Alex. Tait, steward, and William Sanderson, cook, of the said ship, with being drunk, and unlawfully disobeying his orders on the 18th inst. Complainant said that when he went on board at 6 p.m., yesterday, he found the cook speechlessly drunk, and no food had been cooked for the crew. All the day's supply of food was missing, and the crew had to be supplied with tinned food.

Defendant said he gave the crew their breakfast and dinner, and that he got drunk in the afternoon and did not remember any more.

Complainant said that he went on shore to the Police Station for assistance, and when he came back, he found the chief steward in the saloon, also drunk, with several Chinese prostitutes sitting around with glasses filled. The defendant came up to complainant's room, and insulted him, and fought with the crew.

Edward Wordwell, chief engineer, said that there was trouble on board yesterday, owing to the cook and chief steward being drunk, and fighting. When the Captain came on board, he reported it to him, and the Captain hoisted the police flag. Meanwhile the chief steward came, and was abusive towards the Captain.

Thomas Cooker, fireman, said he was on board, and there was trouble owing to the cook and chief steward being drunk. There was no tea for the crew. The Captain hoisted the police flag, and the cook hauled it down.

Ambrose Walsh, seaman, said the cook and chief steward were drunk, and fighting with him, he knocked them both down.

Police Sergeant John Moss, said that at about 3 p.m., he went on board and found the defendants drunk, and took them to the station.

His Worship found the defendants guilty of the charge and sentenced them to seven days' imprisonment, with hard labour, their pay to be forfeited during the time of incarceration.

### CIGARETTE & TOBACCO FUND.

Amount acknowledged to 12th June 1915 ... \$5137.61  
Mr. O. H. Blason ... 10.00  
Messrs Wright & Hornby ... 80.00  
Mr. A. H. G. Jackson ... 20.00  
Mr. P. M. N. S. ... 1.00  
Collection at Phoenix Club ... 9.00  
Kowloon Cricket Club ... \$2.00  
Golfers ... 2.00  
Mr. W. Hedley ... 2.00  
Mr. G. Duncan ... 2.00

Dr. G. D. R. Black ... 6.00  
Mr. R. Piltre ... 5.00  
Members of Tai Koo Club Quarry Bay ... 50.00

\$5323.61  
Amount expended ... 4888.07

Balance in hand \$457.54

The balance in hand is not sufficient to cover a further engagement. Contributions are urgently required to "Keep the Fags Flying" all the time during this cruel war so as to supply our friends at the Front and in the Trenches with a cigarette or pipe of Baccy to cheer them on their way.

Contributions will be gladly received by either the Daily or Evening Papers, Members of the Committee or the undersigned.

Geo. J. B. Bayon, Hon. Secretary & Treasurer, 19 Queen's Road Central.

### TO-DAY'S LATEST WAR TELEGRAMS

#### AUSTRIAN ARMoured TRAIN TRAPPED.

#### ITALIANS DAMAGE AN IMPORTANT RAILWAY JUNCTION.

#### Our Artillery's Deadly Effect on the Enemy.

#### BULGARIA AND THE PROPOSALS OF THE ENTENTE.

[Reuter's Service to The "Telegraph."]

#### CIVILIAN KILLED WITH FLIGHT LIEUT. WARNEFORD V.C.

June 18, 4.40 p.m.

A civilian has been killed while flying with Flight Lieut. Warneford, V.C.

#### BULGARIA AND THE ENTENTE.

June 18, 4.40 p.m.

Reuter's correspondent at Sofia reports that Bulgaria has sent a friendly reply to the proposals of the Entente, which, it is understood, contains the basis of an understanding, as soon as Bulgaria receives assurances from the Entente regarding the realisation of Bulgarian aspirations.

#### SECREC Y MUST BE MAINTAINED.

June 18, 6.05 p.m.

Proposals were made by the Entente to Bulgaria on the 29th ult. To-day's reply relates to those proposals. It is officially declared in Sofia that absolute secrecy must be maintained regarding the particulars of the reply.

#### THE REPLY TO THE PROPOSALS FORWARDED.

June 18, 1.00 p.m.

The Times correspondent at Sofia reports that the reply of Bulgaria to the proposals has been forwarded.

#### NUMBER OF GERMAN DEAD PROVES EFFECT OF OUR ARTILLERY FIRE.

June 18, 11.50 p.m.

Field Marshal Sir John French reports that fighting in the northern and southern positions of our front continued throughout Wednesday, in co-operation with French attacks about Arras. All the German first line trenches which we captured, East of Ypres, remain in our hands, in spite of two counter-attacks which were repulsed with heavy loss. We were unable to retain the second line of trenches occupied in the morning. A further attack, East of Festubert, resulted in a slight advance.

Judging by the number of German dead found in the trenches, our artillery fire was very effective.

#### INCREASING THE NATION'S FOOD.

June 18, 1.00 p.m.

Earl Selborne has appointed a Departmental Committee presided over by Lord Milner, to consider steps with regard to increasing food production in England.

#### CLYDE MECHANICS AND THE SHELL PROBLEM.

June 19, 1.00 p.m.

A party of Clyde mechanics who toured the front have returned impressed that until the shell problem has been determined there must be no stoppage of work through any cause whatsoever.

#### ITALIAN SUBMARINE TORPEDOED.

June 19, 1.00 p.m.

Reuter's correspondent at Rome reports that the submarine Medusa has been torpedoed by an enemy submarine. The officer and four of the crew were rescued and made prisoners.

#### ITALIAN AIRSHIP DROPS BOMBS ON RAILWAY JUNCTION.

June 19, 1.00 p.m.

An Italian airship dropped bombs on and seriously damaged an important railway junction at Divaco, ten miles east of Trieste, and the starting point of the branch line to Pola which is thus possibly isolated.

#### AUSTRIAN ARMoured TRAIN TRAPPED.

June 19, 1.00 p.m.

During the fighting for the passage from Isonzo, an Austrian armoured train was trapped in the tunnel of the trans-alpine railway.

#### CANADA ONCE AGAIN.

June 19, 1.00 p.m.

Reuter's correspondent at Ottawa reports a boom in recruiting and it is estimated that Canada can have 100,000 men with the colours in a few weeks.

### CRIMINAL SESSIONS.

Prisoner Charges Police.

This morning at the Criminal Sessions before the Chief Justice Sir William Rees Davies K.C. and a jury, the case was continued in which five men were charged with breaking and entering a house in the Shek Li Pui village.

The fourth defendant, asked what he had got to say in his own defence, told a long story of how he had been assaulted by the police after arrest. His allegation was that he had been handcuffed, a rope placed round his neck and then beaten by a Chinese constable across the chest with an iron bar. All this was in order to make him give a statement in terms dictated by the constable, as in fact he had done. But now he had come before his Lordship, and as the constable could no longer harm him, he was speaking the truth.

His Lordship—Can you point out the constable who did this? The defendant—No, he did not dare come before your lordship.

The jury returned a verdict of not guilty except in respect of No. 4, whom they convicted, on his own statement.

In passing sentence of six months hard labour, his Lordship pointed out that if he had said nothing when he was charged, he would have been acquitted.

### A SOLDIER'S THEFT.

"How We Pass the Time in the Trenches."

Further evidence was given at Bromley (Kent) recently, says the Daily News in the remarkable case in which Arthur Henry Kitson, of Renfrew, a young soldier, was charged with stealing \$30 from Mrs. Hills, with whom he had been billeted.

He admitted that he stole the money and went to Glasgow. In the train, he said, he met a young man who "offered to show him round Scotland." When they were near Renfrew his companion said, "Let me show you how we pass the time in the trenches. We tie one another up and then see who can get out of it the quickest." Kitson was accordingly tied up, and, so he alleged, while he was helpless was robbed of the money he had stolen from Bromley. "But I have had him looked up," added Kitson, "and he is now awaiting trial, and the police at Renfrew have got the money."

Kitson was sentenced to three months' hard labour. It was stated that he had a good home, and that his father was in a big way of business.

### THE FATE OF PRIVATE LONSDALE.

Amsterdam, May. In a leading article commenting upon the sentences of death passed on Private Lonsdale, the Frankfurter Zeitung writes:

"We believe it would be a welcome act if the Supreme War Lord used his prerogative of mercy and commuted the sentence, which is certainly in keeping with the law, into one of imprisonment. The execution of the sentence would be of no advantage to Germany, and if it were not carried into effect Germany could in no way be suspected of desisting out of weakness from enforcing her right in the severest form. On the contrary, it would seem well to consider what we have already pointed out. After the war the nations will again come into touch with one another and work with each other. Germany will pursue her straight path, but it can in no way be to her interest to create a feeling in England which bitter recollections would keep alive even after the war."—Reuter.

### VOLUNTEER ORDERS.

The Corps Orders issued to-day by Lieut.-Col. A. Chapman, V.D., state:—

Parades.

Parades for Monday, 21st inst. 5.15 p.m. The following N.C.O.s and men of Right Section M.G. Co.—Sergt. Schinzel, Lieut. Rodriguez, Roza and Gomes, Pies, Alves, Arobie, Anderson, Benjamin, Greaves and Hyndman.—Musketry Instruction on Kennedy Road Range. Service Rifles to be carried. Corpl. Grimes R.E. will attend.

5.30 p.m. Remainder of Right Section M.G. Co.—Squad Drill at Headquarters.

5.30 p.m. Signalling Section—Aiming Drill & Musketry exercises at Headquarters. Sergt. Ballock will attend. Remainder Nil.

Detail.

On duty at Gun Club Hill, Kowloon—No. 2 Section Artillery Battery. Officer on duty Capt. Murray Scott.

On duty at Kowloon (Detention Camp) H.K.V.R. Orderly Officer Lieut. Kennett. Orderly Sergeant Sergeant Frith.

### WESTINGHOUSE GETS BIG WAR ORDER.

A Million Rifles Wanted.

New York, April 30.—The "war order" fever again took possession of the stock market today on the basis of the signing of a contract by the Westinghouse Electric and Manufacturing Company for \$27,500,000, worth of rifles, ordered by the British government for Russia.

The furor for war stocks, though it carried Westinghouse up 10 points and other machine manufacturing companies' stocks to new high records, was, in the opinion of stock market observers, not of the frantic intensity of the previous wave of similar speculation that laid hold of the Bethlehem Steel rise incident. The war stock trading of today significantly left the general market heavy and apathetic.

Details of the order, however, were learned from unquestioned authorities in the company. The order is for 1,000,000 rifles at \$27.50 each. The ordinary price for a rifle is about \$14. The profit for the Westinghouse company is therefore estimated at close to \$15,000,000. This, however, it is explained by authorities in the company, does not truly represent the net profit the company will make, for the reason that large expenses for a new plant and construction had to be incurred. The order, it is learned was placed through J. P. Morgan & Co.

A second big order of the same size is about to be concluded, it is understood.

The American Locomotive Company has signed the order for shipwreck and explosives to the amount of about \$65,000,000 for the British government, which until this time has been reported as pending.—North American.

### TO-DAY'S ADVERTISEMENT.

HONGKONG ICE COMPANY, LTD.

NOTICE.

Owing to the increased cost of manufacture &c. it has been decided to raise the price of ice to 14 cents per lb. as from 1st July next.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 16th June, 1915.



## THE LUSITANIA.

WASHINGTON RECEIVES  
BERLIN COMMUNICATION.

Germany Promises to Pay for  
Vessels Accidentally Dam-  
aged in the War Zone.

Washington, May 11.—The State Department to-day received from Ambassador Gerard the text of a circular issued by the Berlin Foreign Office dealing with the submarine warfare. According to this circular "neutral ships carrying contraband will be dealt with according to the rules of naval warfare. If neutral ships are accidentally damaged in the war zone, Germany will express its regret and pay damages without prize court proceedings."

The German Government says the *Philadelphia Public Ledger* justifies its submarine warfare on the ground that England is threatening to starve the civilian population of Germany by prohibiting neutral commerce in foodstuffs and other necessities. In previous communications Germany has disclaimed responsibility for any harm that might befall neutral vessels venturing into the war zone.

The text of the announcement follows:

"First.—The Imperial German Government naturally has no intention of causing to be attacked by submarines or air-craft such neutral ships of commerce in the zone of naval warfare, or definitely described in the notice of the German Admiralty staff of February 4 last, as have been guilty of no hostile act. On the contrary, most definite instructions repeatedly have been issued to German war vessels to avoid attacks on such ships under all circumstances. Even when such ships have contraband of war on board, they are dealt with by submarines solely according to the rule of international law applying to prize warfare."

"Second.—Should a neutral ship nevertheless come to harm through German submarines or aircraft on account of an unfortunate—(word missing in text) in the above-mentioned zone of naval warfare the German Government will unreservedly recognize its responsibility therefor. In such a case it will express its regrets and afford damages without first instituting a prize court action."

"Third.—It is the custom of the German Government as soon as the sinking of a neutral ship in the above-mentioned zone of naval warfare is ascribed to German war vessels to institute an immediate investigation into the cause. If grounds appear thereby to be given for association of such a hypothesis, the German naval authority places itself in communication with the interested neutral Government so that the latter may also institute an investigation."

"If the German Government is thereby convinced that the ship has been destroyed by German war vessels it will not delay in carrying out the provisions of paragraph two above. In case the German Government contrary to the viewpoint of the neutral Government is not convinced by the result of the investigation the German Government has already on several occasions declared itself ready to allow the question to be decided by an International Investigation Commission, according to chapter three of The Hague convention of October 18, 1907, for the peaceful solution of international disputes."

Von Bernstorff Calls on Bryan.  
Count von Bernstorff, the German Ambassador, accepting as authentic the text of Germany's formal expression of regret for the loss of Americans on the *Lusitania*, which was received in last night's news despatches, formally presented the statement to-day to the State Department.

When the German Ambassador left Secretary Bryan's office he said he had delivered the message forwarded from Berlin.

"That is all I can say," he added. "For anything else, I respectfully refer you to the Secretary of State."

While the Ambassador was talking, Secretary Bryan came out of his office with an armful of documents.

"The Ambassador has just delivered to me a note from his

Government which was carried in the press despatches last night," said the Secretary, pointing to a document in his hands, which he took with him to the Cabinet meeting. Secretary Bryan was asked if there was any discussion with the German Ambassador concerning the note or the *Lusitania* matter.

"Nothing that I can talk about," replied the Secretary.

London, May 12.—The *Daily Mail* asserts that the body of Alfred Gwynne Vanderbilt has been found and is being taken into Queenstown.

Queenstown, May 11.—A persistent rumour is current here that Alfred Gwynne Vanderbilt's body has been recovered on the Irish coast. Webb Wade, Mr. Vanderbilt's secretary, is investigating the rumour.

Ton of the 16 dead picked up last night by the Dutch tug *Poelzee*, chartered by the Cunard Company, 20 miles west of the spot where the *Lusitania* was sunk, were identified to-day.

Among the 16 bodies only two were Americans—Mrs. Stewart Mason, of Boston, and Mrs. Della Condon, wife of Terrence Condon, of New York. The American Consul claimed both and will send them to the United States.

The British steamship *Domion*, of the American Line, which sailed from this port on May 1 for Liverpool and carried 9 cabin and 54 steerage passengers, is expected to enter the war zone to-day. This vessel is due to arrive in Liverpool to-morrow.

Much of the cargo carried by the *Domion*, when she sailed from this port, was contraband of war. She was loaded to her capacity and never had carried a larger one than she has stowed in her hold on this voyage. Her cargo consists of foodstuffs, oil, grain, flour, steel products, automobiles and other general cargo. The vessel is in command of Captain W. H. Ingham, one of the most popular and efficient shipmasters coming into this port.

Before sailing he said he had no fear of submarines, but hoped, for the sake of his passengers, that he would not fall in with any on his way to Liverpool. The *Domion* is only a 12-knot vessel, and should a submarine attack her she hardly would be able to get away from it.

Retaliatory Methods, Following  
"Blockade," Explained.

London, May 11.—Inquiry in official circles here has elicited to-night the following statement, representing the British official view of Germany's justification for torpedoing the *Lusitania*, which Germany transmitted to the State Department at Washington:

The German Government states that responsibility for the loss of the *Lusitania* rests with the British Government, which, through its plan of starving the civil population of Germany, has forced Germany to resort to retaliatory measures. The reply to this is as follows:

As far back as last December Admiral von Tirpitz (the German Marine Minister) in an interview forebadowed a submarine blockade of Great Britain, and a merchant ship and a hospital ship were torpedoed on January 30 and February 1, respectively.

The German Government on February 4 declared its intention of instituting a general submarine blockade of Great Britain and Ireland, with the avowed purpose of cutting off supplies for these islands. This blockade was put into effect on February 18.

As already stated, merchant vessels, as a matter of fact, had been sunk by a German submarine at the end of January. Before February 4 no vessel carrying food supplies for Germany had been held up by his Majesty's Government, except on the ground that there was reason to believe the foodstuffs were intended for use of the armed forces of the enemy or the enemy government.

His Majesty's Government had informed the State Department on January 29 that it felt bound to place in a prize court the foodstuffs of the steamship *Wilhelmina*, which was going to a German port, in view of the Government control of foodstuffs in Germany, as being destined for the enemy government and liable to capture.

The decision of his Majesty's Government to carry out the

measures laid down by the order in council, was due to the action of the German Government in insisting on its submarine blockade. This, added to other infractions of international law by Germany, led to British reprisals, which differ from the German action in that His Majesty's Government scrupulously respects the lives of non-combatants travelling in merchant vessels, and does not even enforce the recognised penalty of confiscation for a breach of the blockade, whereas the German policy is to sink enemy or neutral vessels at sight, with total disregard for the lives of non-combatants and the property of neutrals.

The Germans state that, in spite of their offer to stop their submarine war in case the starvation plan was given up, Great Britain has taken "even more stringent blockade measures. The answer to this is, as follows:

It was not understood from the reply of the German Government that it was prepared to abandon the principle of sinking British vessels by submarines. It has refused to abandon the use of mines for offensive purposes on the high seas on any condition.

It has committed various other infractions of international law, such as straining the high seas and trade routes with mines, and British and neutral vessels will continue to be in danger from this course whether Germany abandons her submarine blockade or not.

It should be noted that since the employment of submarines contrary to international law the Germans also have been guilty of the use of asphyxiating gas. They have even proceeded to the poisoning of water in South Africa. The Germans represent British merchant vessels generally as armed with guns and say that they repeatedly ram submarines. The answer to this is as follows:

It is not to be wondered at that merchant vessels, knowing they are liable to be sunk without warning and without any chance being given those on board to save their lives, should take measures for self-defence. With regard to the *Lusitania*, the vessel was not armed on her last voyage and had not been armed during the war.

The Germans attempt to justify the sinking of the *Lusitania* by the fact that she had arms and ammunition on board. The presence of contraband on board a neutral vessel does render her liable to capture, but certainly not to destruction, with the loss of a large portion of her crew and passengers. Every enemy vessel is a fair prize, but there is no legal provision, not to speak of the principles of humanity, which would justify what can only be described as murder, because a vessel carries contraband.

## Must There be More Victims?

It was exactly one week ago that we urged the government at Washington to take instant action to prevent threatened torpedoing of the *Lusitania* and the destruction of American lives thereby. Next day the *Cunarder* was sunk, and 115 Americans, most of them women and children, were drowned, says the *North American* of May 13.

To-day the president will despatch to Berlin a note which, if the unofficial reports are correct, is a virtual warning to the Kaiser that this republic will go to any length to protect the lives of its citizens in any place where they have a right to be under international law.

The urgency of this action is shown not alone by the record of the *Lusitania's* dead, but by the published list of not fewer than one hundred merchantmen and passenger vessels now proceeding from this country toward the war zone, carrying nearly 5000 American passengers and seamen.

Meanwhile, Bernhard Dernburg, official spokesman for the German government, announces that "there can be no abandonment by Germany of her relentless submarine warfare, not only against enemy ships, but against contraband cargo ships without regard to nationality or neutrality."

Until the full text of the Washington note is published any judgment on the president's action would be rash. But, in the meantime, this newspaper—and we feel, the entire American nation—is prepared to give the

Government to carry out the

slaughter of innocent citizens of the republic.

Whatever the course upon which the administration entered with last night's note, and how ever effective it may be in checking Germany's murderous attacks on Americans, the pity is that robust action was deferred until 115 lives had been sacrificed in the *Lusitania* massacre.

At this time, however, as our government enters upon a new and, it is hoped, a vigorous course of action, a very plain statement of facts will be of service in assisting the public to form correct judgment and to give unanimous support to the president in a policy of vigorous Americanism.

The relevant facts concern not only the passenger ships now approaching the waters where German assassins lurk, but also the respective policies of Germany and the United States during the last nine months.

Nothing is clearer than that Germany holds in utter contempt the government of this country, as well as the feelings, the privileges and the rights of its citizens. Her threat three months ago that neutral ships "might" be struck by torpedoes was in itself an audacious challenge.

It was met by the strong but perfectly justified declaration from Washington that if an American ship or American lives were destroyed in this manner upon the high seas, Germany would be held to "strict accountability." Her answer was delivered last Friday, when scores of Americans, including little children and infants in arms, were barbarously done to death.

This monstrous act of savagery, however, was but the culmination of a series of undisciplined aggressions. More than six weeks ago an American was killed, in defiance of the principles of international law and of humanity, while a passenger aboard the British steamship *Palala*. The American ship *Cushing* was attacked by an airship. And the American vessel *Gulf* light has been sunk, her American captain and two American seamen falling victims to the submarine.

In the face of the facts it would be idle to pretend that Germany maintains toward this country, or wishes to maintain, relations of respect or even decency, to say nothing of friendship. Her attitude is that of deliberate provocation, of a studied defiance of American rights and protests, even to the extent of committing wholesale murder.

For this there are two obvious reasons. First is the policy of the government of the United States, which kept it silent while every principle of international law and every rule of legalised warfare was trampled upon by German militarism.

The nation which remained dumb while Belgium was ravaged, while civilians were ruthlessly slain, while defenceless cities were destroyed or bled for huge levies, and while sleeping non-combatants were slain by bombs, would hardly impress a war-mad government as a nation that was entitled to respectful consideration.

The second reason for the contempt in which we are held in Germany has been our toleration of the mischievous and vituperative propaganda of a perverted German-Americanism, aided and abetted by a group of alien official marplot.

These interests have had the audacity not only to flout the American government before the whole world, but to make it virtually an accessory in the sanguinary crimes of their nation by advertising here, without even a rebuke, the intention to assassinate peaceful voyagers from this country on the high seas.

Germany has seen her defiance of all the laws of God and man go unprotected, until the intolerable "war zone" threat. She has seen American officials so preoccupied with the hope of winning world renown as mediators that they have stifled the promptings of protest against insult and outrage.

She has seen her ambassador perpetrate the "grosslest affront ever offered to a friendly government, yet has seen him received thereafter with solicitous respect and consideration, as though he represented a generous and trusted friend among the nations of the earth.

Above all, she has watched with cynical satisfaction the apparent

triumph of the policy she long ago formulated—to keep her people in other lands still loyal to her autocratic ideals, still responsive to the cry, "Deutschland über Alles." She has seen working out the condition described by biting contempt by the *Frankfurter Zeitung* in its issue of April 8, which told why this country was helpless to resent any German assault. It said:

A war between Germany and America would be impossible. At present America would be impotent, anyway, to undertake anything against Germany, for what America can do other Powers can do much better. Uncle Sam and the Germans could at present do little more than make faces at one another.

But the chief reason why a war would be unthinkable is the presence of an enormous German element in the United States. What could be done, for instance, with the 3,000,000 German-speaking immigrants? And what with their 9,000,000 children? And their grandchildren, who in many cases still think along German lines?

We do not mean to say that these elements are not loyally minded toward their new country; but even in the Anglo-American newspapers one can see the realization glimmer that even if only some of these millions should have to be put into concentration camps, the whole American army would not be enough to watch over them.

There is not the smallest doubt that Germany long ago became convinced that she need concern herself not at all about the United States; first, because of what former Attorney General Wickersham calls "a sexless foreign policy," and, second, because she is persuaded that there can be no national spirit in this country, which tolerates a noisy propaganda of anti-American aliens and a steady encroachment upon neutral rights.

If there had been any lingering hope that Germany held the United States in respect, it would have been dissipated by the flagrant effort committed by the imperial embassy, which defied all the usages of diplomacy and decency by ignoring the government to which it is accredited and issuing an insolent ultimatum to the American people in the form of an advertisement.

Had Washington immediately asked Berlin whether the imperial government had dictated this inflammatory act, and, in the event of an affirmative reply, had given Ambassador Bernstorff his passports and reiterated its purpose to demand "strict accountability" for American lives at sea, it is probable that the country would not now be mourning the dead of the *Lusitania* horror. At least, we should not be enduring the shame of receiving from Germany hypocritical protestations of "sympathy" for the victims of her murderous methods.

Yet not only did the Bernstorff affront go unrebuked, but the passengers sailed without a word of warning or protection from their government. Because the advertisement was not "officially" before the authorities these men and women and children were allowed to go to their doom, and Germany was permitted to slay them without even a perfunctory declaration that her announced purpose would be objectionable to Washington.

We have had enough of German warnings. The time has come when it is the duty of America to warn, and of Germany to heed.

The citizens of this nation want no war, they seek no war; even in the presence of their murdered dead they do not ask for war nor demand revenge.

But they do ask that something—anything—be done to stay the unseemly hand of the Kaiser before it dips again in innocent blood. They do urge and implore and demand that the voice of the American government be raised in tones that will penetrate even to the councils of Berlin.

We attend with all due respect to the advice that "official" procedure must be "deliberate," and we yield to no one in our purpose to support the president loyally in his onerous task. But we counsel recognition of the fact that torpedoes are not deliberate and women and children on a stricken liner have no time for sober second thought.

ITALY, AUSTRIA AND  
SWITZERLAND.

At the summit of Napoleon's famous artillery road over the Stelvio Pass (German, *Stilfser Joch*), the traveller finds a white post striped with three colours, like a croquet-stick. It marks the angular meeting point of three countries, the Kingdom of Italy, the Empire of Austria-Hungary, and the Republic of Switzerland.

Through this magnificent mountain pass, which ascends from the Venetian plain to five hundred feet above the snow-line, Napoleon constructed for prudential purposes a road worthy of the old Roman builders of the Flaminian and Appian highways. It is true that less than 100 miles from this main gateway between Italy and Austria modern enterprise has connected the two countries by the great tunnel of the Brenner Railway. It is also obvious that Italy possesses in her powerful fleet other strategic ways of access to the Austrian dominions.

But the two facts that the Italians have kept the Stelvio road in constant repair to this day, as a few privileged motorists will be able to attest, and that even in peace-time the spectacle has been commonly seen of 100,000 to 200,000 Austrians on the north and an equal number of Italian troops on the south simultaneously engaged in autumn manoeuvres within modern gunshots of each other upon the line of this same Stelvio road, would indicate that it will be between Botmio, on the Italian, and Meran, on the Austrian side, that the first tug-of-war, if war comes will be fought out.

The mastery of the Stelvio and the definitive occupation of Austrian soil in the Trentino by a quarter of a million troops, after a pitched battle either at the little border village of Franzensschiebe, on the actual summit of the pass, or at Meran, the first considerable city of Austria, will, at one time or another, be an irresistible temptation to the Italian aggressors.

The risks of the Brenner tunnel route on the one hand and the risks and tediousness of transportation by sea from Venice of an army of invasion on the scale planned by Italy will be avoidable by no other means.

If this forecast proves correct, it will be another vindication of the genius of the great Napoleon. Though the possibilities of modern railway strategies were hidden from Napoleon, his short-lived empire of nearly all Europe was protected by powerful and efficient fleets. Yet to keep open the connection between his Austro-German and Italian dominions he elected to build a road, which, as an engineering feat, almost rivals the pyramids of Egypt. Not only did he defy the impenetrable mountain walls of the Tyrol, but he constructed for all time such a road as neither in British Columbia nor in the high Rockies of Colorado has been approached for the luxurious excellence of its grade.

All the great railroad climbs of the European High Alps and of the Canadian and American Rockies have learnt their lesson from this triumphant achievement of 110 years ago. Looking down from the summit the white, broad macadam highway lies like a tangled ribbon in innumerable convolutions flattened by sheer rock blasting at each of the countless turnings, so as to allow horses' hoofs to descend the whole 6,000 feet at a trot without drawing rein; indeed, so perfectly is the grade maintained that the modern four-horse diligence ascends the pass mostly at the trot, and without necessitating a change of horses.

In this titanic region of the high Alps the three countries are at present hopelessly interlocked, and even if no other considerations were paramount at Rome just now, the desire to secure for Italy something more like a scientific frontier in the north central regions would prompt her to make sure, before all else, of these Trentino territories, now likely to be the grandiose scene of a remarkable and costly struggle—A. N. S. Midway in *The Vancouver World*.

## CHURCH SERVICES.

St. John's Cathedral, Hongkong.—3rd Sunday after Trinity, 20th June, 1915. Holy Communion (8.5 a.m.) Matins (11 a.m.) Responses: Ferial. Venite: Turner. Psalms: Hayes, Ouseley. Te Deum: Oakley in F. Jubilate: Ouseley in G. Holy Communion (12 noon.) Hymns: 281, 322, N.B.—Psalm 102, verses 1, 12, 15, 21, 25, 28 in unison. Psalm 103, verses 1, 8, 17, 19, 22 in unison. Evening song (5.45 p.m.) Responses: Ferial. Psalms: of the 20th evening (11.) Magnificat: Goss (27th evening.) Nunc Dimittis: Purcell (27th evening.) Hymns: 1\* 293, (T 104), 223. \* Special Paper.

St. Peter's Church, West Point.—8 a.m. Holy Communion. 11 a.m. Morning Prayer and sermon. Preacher: Rev. W. T. Featherstone.

St. Andrew's Church, Kowloon.—3rd Sunday after Trinity, 20th June 1915. Morning Prayer. Responses: Ferial. Venite: Babbly. Psalms: Wesley-Hayes. Te Deum: Blissitt. Jubilate: Hayes. Hymns: 15 (2nd tune) 121-441. Kyrie: Varley Roberts. National Anthem. Evening Prayer. Hymn: 423. Responses: Ferial. Psalms: Alternative Chants, Magnificat: Barnby in D 18th Morning. Nunc Dimittis: Wickes 10th Evening. Hymns: 289-276-22. Vesper Hymn. National Anthem.

Union Church, Kennedy Road.—Morning 11. Hymns 343, 545, 50 294. Evening 6. Hymns 376, 296, 219, 270. Preacher, Rev. J. Kirk Macdonald. The Gospel Hall.—38 Queen's Road (3 Doors from bottom of D'Aguliar Street). On the Lord's Day Believers meet for Worship at 5 p.m. and the Lord's Supper; at 4 p.m. a Children's Meeting; at 8 p.m. Preaching. Tuesday and Thursday, at 8 p.m. Exposition of Scripture. Saturday at 8 p.m. Prayer Meeting.

First Church of Christ Scientist.—MacDonnell Road, Sundays, 11.15 a.m. Wednesdays, 5.30 p.m. Wesleyan Methodist Church, Wanchai.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6.15 p.m.

Soldier's and Sailor's Home Arsenal Street.—Sunday Evening, Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glen.—only.—Low Masses at 6, 7 and 9 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

THE CANARY AND THE  
TURKISH SHELL.

Sailor's Quaint Story from  
the Dardanelles.

"A six-inch shell went through our trawler and out of the bottom of the skipper's canary cage as clean as a whistle, leaving the canary singing on the perch. The skipper told me it was singing. 'He had brought the bird home to England as a memento, and it is still alive.'"

The above is a story told by a young Yarmouth seaman, home on leave for a few days, who has been engaged in mine sweeping in the Dardanelles. His vessel was blown up. "I heard no particular crash or report," he said, "but just a dull thud. I was talking to one of the men. He fell down the coal hold, he told me afterwards, and I was hurled overboard. When I came to the surface there was not a trace of the boat—only small bits of wreckage floating about, none longer than two or three feet. I can't swim a stroke, but I got a piece under each arm and kept up. Ten out of the crew of fifteen were lost." He was saved by a picket boat from the *Eur*.

Subsequently he joined H.M. trawler *Achilles*, which operated in the Dardanelles, mine sweeping each night. "It was very hot work. We got up as far as Channak, and all we could do was to lie flat on the decks while the shells screamed over us, and rifle bullets from both banks sounded like the Morse code on our sides. It is really marvellous how the little drifters have come through. They are holed like a sieve in the funnels, engine cases and galley, but they are seldom hit below the water line. These are the only holes we trouble about repairing."



## PUBLIC AUCTION.

**GEO. P. LAMMERT.**  
AUCTIONEER, SHARE &  
GENERAL BROKER

BY ORDER OF THE  
MORTGAGEE  
of  
**VALUABLE LEASEHOLD  
PROPERTY**  
Situate at Caine Road, Victoria,  
in the Colony of Hongkong,  
in 2 Lots  
on  
**TUESDAY,**  
the 22nd day of June, 1915,  
at 3 o'clock p.m.,  
by  
**Mr. GEO. P. LAMMERT,**  
Auctioneer,  
at his Sales Rooms,  
Duddell Street.

LOT No. 1 consists of:—All  
that piece or parcel of ground  
registered in the Land Office as  
Section A of Inland Lot No. 1405  
together with the messuage and  
premises thereon known as  
No. 40 Caine Road.  
LOT No. 2 consists of:—All  
that piece or parcel of ground  
registered in the Land Office as  
The Remaining Portion of Inland  
Lot No. 1405 together with the  
messuage and premises thereon  
known as No. 42 Caine Road.  
The said premises are held for  
the term of 999 years from the  
30th day of March, 1897 created  
therein by the Crown Lease of  
the said INLAND LOT No. 1405  
dated the 28th day of September  
1898. Subject to the payment of  
the Crown Rent and to the ob-  
servance and performance of the  
Lessee's covenants therein  
reserved and contained.  
For further particulars and  
conditions of Sale, apply to:—  
**EWENS & NEEDHAM,**  
Solicitors for the Vendor,  
Alexandra Building,  
Duddell Street,  
or to  
**Mr. GEO. P. LAMMERT,**  
Auctioneer,  
Duddell Street,  
Hongkong, 8th June, 1915.

## CONSIGNEES

**PACIFIC MAIL STEAMSHIP  
COMPANY.**

THE Steamship  
"MANCHURIA,"  
From SAN FRANCISCO,  
JAPAN PORTS and MANILA.

The above mentioned vessel  
having arrived, consignees of  
cargo are hereby notified to send  
in their Bills of Lading for coun-  
tersignature and take immediate  
delivery of cargo from alongside.  
Cargo impeding discharge  
will be landed immediately at  
consignees' risk and expense.

Cargo remaining on board  
June 17th, 1915 at noon will  
be subject to landing charges and  
if undelivered June 23rd, 1915 at  
noon will be subject to both land-  
ing and storage charges.  
No Fire Insurance whatever  
will be effected.

All chafed and otherwise  
damaged cargo will be examined  
at the above Company's godown  
June 21st, 1915 at 10 a.m.

No claims will be entertained  
unless accompanied by short  
delivery note or list of exceptions  
taken at the time of delivery to  
consignees and signed for and on  
behalf of the Pacific Mail S.S. Co.  
All claims must be filed on or  
before June 30th, 1915, other-  
wise they will not be recognised.  
B. O. MORION,  
Agent,  
Hongkong, 16th June, 1915.

## NOTICES.

**BATHING TRIP TO MIRS BAY**  
via  
**KOWLOON CANTON  
RAILWAY.**

A launch can now be hired  
from undersigned to leave Tai Po  
Pier, for any afternoon, after 3  
o'clock.  
Water and Bathing Beaches  
unexcelled.  
Book early to avoid disappoint-  
ment.

For terms apply to  
**H. A. LAMMERT,**  
4, Duddell St.

Don't forget after the Show  
Breaker, and Light Refreshments  
**ALEXANDRA CAFE.**  
Open till Midnight

## ENTERTAINMENTS.

## VICTORIA THEATRE.

FRIDAY, 18th June, 1915.

An Unsurpassed Programme.  
9th & 10th Episodes  
of the  
"PERILS OF PAULINE"

See these Episodes as Pauline is Captured by Smugglers and  
disguises herself as an Angel against her plotters.

Palhe's Latest Gazettes,

and  
Don't Forget the Famous Keystone Comics  
See Programme.

## BIJOU THEATRE.

Commencing SATURDAY, 19th June,  
the great thrilling & exciting drama,  
A WOMAN ACCUSED  
in 4 parts—6,000 feet.  
KING CONTRAN I.  
Comedy, etc., etc., etc.

MATINEES

Every Wednesday 5.15 p.m. & Saturday 4.15 p.m.

## NOTICES.

**WE WILL SUPPLY YOU**  
**DISS BROS.** WITH A PERFECT  
ENGLISH TAILORS. FIT.  
No. 1, WYNDHAM ST.  
(Flower St.) Established 1900.

**MIMROD'S**  
Gives Instant Relief  
No matter what your respiratory  
organs may be suffering from—whether  
**ASTHMA, INFLUENZA,  
NASAL CATARRH, or  
ORDINARY COUGH.**  
—you will find in this famous remedy  
a restorative power that is simply  
unparalleled.  
FAMED FOR 40 YEARS  
"Sold in one by the Chemist and  
Druggist throughout the world."  
**CURE FOR ASTHMA**

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**  
A French Remedy for all irregularities  
of the system. It is a powerful  
stimulant and tonic, and is  
indispensable in all cases of  
debility, indigestion, and  
neuralgia. It is also a  
valuable remedy in all cases  
of headache, dizziness, and  
insomnia. It is sold in  
bottles of 10 and 20 pills.  
**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**

BATHING  
EVERY EVENING AT NORTH BEACH.  
ICES.

Cold Minerals, Tea, Coffee, Cakes, etc.  
Supplied from 4 p.m. daily at Hongkong prices.  
With Best attendance.

**THE ALEXANDRA CAFE**  
CATERERS.

## NOTICE.

**SILIMPOON (SEBATTIK)  
COAL.**

The undersigned having been  
appointed Agents for this Cowie  
Harbour Coal Co., Ltd. are  
prepared to quote prices for best  
quality Silimpoon Coal trimmed  
into Bunkers at Sebattik or  
Sandakan (British North  
Borneo).

Silimpoon Coal compares  
favourably with the better grades  
of Japanese Coal and gives good  
results on a very moderate con-  
sumption.

Steamers calling at Sebattik  
or Sandakan exclusively for  
Silimpoon Coal (either cargo or  
Bunkers) are exempt from pay-  
ment of all Port charges.

At Sebattik steamers are  
berthed alongside the Company's  
wharf where there is a minimum  
depth of 27 to 28 feet at low water  
Spring Tides.

Charts of Sibuko Bay, (Sebattik  
Harbour) Prices, and all other  
information concerning the Port  
can be had on application to the  
Agents.

**BRADLEY & Co., Ltd.**  
Agents Cowie Harbour Coal  
Co., Ltd.  
Hongkong, 8th June, 1915.

## NOTICE.

**MESSRS. KOMOR & KOMOR**

EXHIBIT AT THEIR  
ART GALLERY  
Alexandra Buildings.

FOR 10 DAYS ONLY.

**FORTY-FIVE SELECTED  
PICTURES**

by  
**E. KATO.**

An inspection is cordially  
invited.

**KOMOR & KOMOR.**

Hongkong, 6th June, 1915.

## OFFICIAL MARKET PRICES

Hongkong, March 12, 1915.  
BUTCHER MEAT.

Beef Sirloin—Mei Lung Pa	lb.	19
Prime Cut	lb.	21
Corned—Ham Ngau Yuk	lb.	10
Roast—Shiu	lb.	10
Breast—Ngau Lam	lb.	17
Soup—Tong Yuk	lb.	15
Steak—Ngau Yuk Pa	lb.	20
do.—Sirloin—Ngau Lau	lb.	30
Sausages—Ngau Cheung	lb.	24
Bullock's Brains—No	per set	10
Tongue, fresh—Ngau Li	each	50
corned—Ham Ngau Li	lb.	60
Head—Ngau Tau	lb.	14
Heart—Ngau Sam	lb.	14
Hump, Salt—Ngau Kin	lb.	20
Feet—Ngau Keuk	each	11
Kidneys—Ngau Yiu	lb.	11
Tail—Ngau Mei	lb.	13
Liver—Ngau Kon	lb.	13
Tripe (undressed)—Ngau To	set	6
Calves Head & Feet—Ngau-tai-tau-keuk	set	1.00
Mutton Chop—Yeung Pei Kwat	lb.	25
Leg—Yeung Pei	lb.	25
Shoulder—Yeung Shau	lb.	24
Saddle	lb.	27
Pigs Chidlings—Chu Chong	lb.	27
Brsins—Chu No	per set	24
Feet—Chu Keuk	lb.	13
Fry—Chu Chap	lb.	15
Head—Chu Tau	lb.	16
Heart—Chu Sam	each	11
Kidneys—Chu Yiu	lb.	18
Liver—Chu Kon	lb.	24
Pork Chop—Chu Fai Kwat	lb.	24
Corned—Ham Chu Yuk	lb.	28
Leg—Chu Pei	lb.	20
Fat or Lard—Chu Yau	set	60
Sheep's Head and Feet—Yeung Tau Keuk	each	8
Heart—Yeung Sam	lb.	12
Kidneys—Yeung Yiu	lb.	12
Liver—Yeung Kon	lb.	22
Smoking Pigs to order—Chu Tsai	lb.	20
Suet, Beef—Shang Ngau Yau	lb.	26
Mutton—Shang Yeung Yau	lb.	20
Veal—Ngau Tsai Yuk	lb.	19
Sausages—Ngau Tsai Cheung	lb.	20
Lard—Chu Yau	lb.	20

## POULTRY:

Chicken—Kai Tsai	lb.	35
Capon, Large, Small—Sin Kai	lb.	34
Ducks—Ap	lb.	32
Doves—Pan Kan	lb.	18
Eggs, Hen—Kai Tan (cooking)	per doz	20
(fresh)	lb.	36
Fowls, Canton—Kai	lb.	42
Hainan—Hoi Nam Kai	lb.	30
Geese—Ngo	lb.	24
Pigeons, Canton—Pak Kap	each	28
Hoihow—Hoi How Pak Kap	each	25
Snipe—Sha Tsai	each	22
Turkeys, Cook—Fo Kai Kung	lb.	60
Hen—Na	lb.	45
Pheasant—Shan Kai	lb.	75
Quail—Om Chun	lb.	25
Partridges—Che Ku	lb.	65

## FISH

Barbel—Ka Yu	lb.	16
Bream—Pin Yu	lb.	18
Canton Fresh Water Fish—Hoi Sin Yu	lb.	15
Carp—Li Yu	lb.	20
Catfish—Chik Yu	lb.	12
Codfish—Mun Yu	lb.	14
Crabs—Hai	lb.	26
Outle Fish—Muk Yu	lb.	18
Tad—Sha Mang Yu	lb.	12
Face—Wong Mei Lap	lb.	13
Dog Fish—Tit To Sha	lb.	10
Eels, Conger—Hoi Man	lb.	13
Fresh water—Tam Sui Yu	lb.	18
Eels, Yellow—Wong Sin	lb.	32
Frogs—Tin Kai	lb.	33
Garoupa—Shek Pan	lb.	40
Gudgeon—Pak Kap Yu	lb.	16
Herrings—Tao Pak	lb.	20
Halibut—Cheung Kwan Kap	lb.	20
Labrus—Wong Fa Yu	lb.	18
Loach—Wu Yu	lb.	26
Lobsters—Lung Ha	lb.	28
Mackerel—Chi Yu	lb.	20
Monk Fish—Mong Yu	lb.	32
Mullet—Chai Yu	lb.	18
Oysters—Shang Ho	lb.	22
Parrot Fish—Kai Kung Yu	lb.	12
Perch—Tau Lo	lb.	15
Pike—Fa Pan Fong	lb.	13
Plaice—Pan Yu	lb.	15
Pomfret, Black—Hak Chong	lb.	26
Pomfret, White—Pak Chong	lb.	28
Prawns—Ming Ha	lb.	38
Ray—Pai Pa Sha	lb.	10
Rock Fish—Shek Kau Kung	lb.	15
Roach—Chun Yu	lb.	12
Salmon—Ma Yau	lb.	30
Shark—Sha Yu	lb.	7
Skate—Po Yu	lb.	8
Shrimps—He	lb.	25
Snapper—Lap Yu	lb.	28
Soles—Tat Sha Yu	lb.	28
Tench—Wan Yu	lb.	18
Turbot—Cho How Yu	lb.	18
Turtles, small, fresh water—Keuk Yu	lb.	60

## FRUITS.

Almonds—Bang Yan	lb.	35
Apples (California)—Kam Shan Ping Kho	lb.	18
(Chafoo)—Tia Chun Ping Kho	lb.	18

## 肉食

Bananas, fragrant, Canton—San Shing Heung Chia lb.	3
(brides), Macao—San Heung Chia	3
Chestnuts, Chinese—Foong Lat	12
Carambola—Yeung To	12
Coconuts—Ye Tse	12
Grapes—Po Tai Tse	30
Lemons, China—Ling Mang	8
America—Kam Shan Ling Mang	10
Lichees Dried—Lai Chi, small Stone	28
Fresh	10
Oranges, (Canton)—Shan-shang Tim Ohing	8
Sweet	8
Pears, (American), Kun San Shoot Lay	10
(Canton), Cookin—Sha Li	10
Peanuts—Fa Shang	10
Plantain—Tai Chiu	14
Plums—Swatow, Hung Lai	14
Pumelo, Siam—Chim Lo Yau	14
Shanghai—Lo Kwat	15
Walnuts—Hop To	15
Green—Sang Hop Tuo	15
Water Melon—(Am.) Kom San Sai Kwa	each

## VEGETABLES, &amp;c.

Artichokes, Shanghai—Sheung-hoi Ah Ohi	lb.	8
Cheuk	lb.	8
Beans, (French), Macao—Oh Moon Pin Tau	lb.	8
(French) Shanghai—Sheung Hai Pin	lb.	8
Sprout—Ah Ohi	lb.	10
Long—Tan Kok	lb.	8
Beet Root—Hung Choi Tau	each	6
Bitter Squash—Fu Kwa	lb.	8
Brinjals, Green—Ohing Yuan Kwai	lb.	8
Red—Hung Ke	lb.	8
Cabbage, Chinese, (common)—Ka Tsai	lb.	10
Cabbage, Shanghai—Ye Tsai	lb.	14
Cane Shoots, bunch—Kau Shan	lb.	8
Carrots—Kam Shan	lb.	8
Celery, Chinese—Tong Kan Tsai	lb.	25
Chillies Dried—Kon Lap Chiu	lb.	10
Red—Hung Pa Chiu	lb.	10
Green—Ching Lap Chiu	lb.	10
Curry Stuff, English—Ka Li Chu Liu	lb.	10
Cucumbers—Ohing Kwa	each	2
Garlic—Sun Tau	lb.	8
Ginger, young—Sun Tse Keung	lb.	6
old—Lo Keung	lb.	9
Horse Radish, Shanghai—Lik Kan	lb.	12
Indian Corn—Suk Mai	each	1
Lettuce—Yeung Shang Tsai	lb.	1
Water Chestnut—Ma Tai	lb.	6
Mandarin—Kwai Lam Ma Tai	lb.	8
Mushrooms, Fresh—Shang Cho Ko	lb.	35
Musk Melon, Amer.—Kam-san Hong Kwa	each	1
Okroes	lb.	1
Onions Bombay—Yeung Chong Tau	lb.	8
Green—Shang Chong	lb.	8
Shanghai—Sheung-hoi Chong Tau	lb.	7
Paraley—Kun Tsai	lb.	8
Green Peas—Ohing Tau	lb.	1
Potatoes, Sweet—Pan Shu	lb.	3
Shanghai—Sheung-hoi Shu Tsai	lb.	3
Japan—Yut Pan Shu Tsai	lb.	8
American—Fa Ki Shu Tsai	lb.	8
Foohow—Foo-chow Shu Tsai	lb.	1
Pumpkin—Tong Kwa	lb.	3
Radish—Hung Lo Pak Tsai	lb.	6
Rhubarb (Fresh)—Tai Wong	lb.	1
Sage—Tse So	lb.	8
Shallots—Kon Chung Tau	lb.	5
Spinach—Yin Tsai	lb.	6
Tomatoes—Fan Ke	lb.	6
Taro—Wu Tau	lb.	4
Turnip Punt, (Long)—Lo Pak	lb.	4
English—Yeung Lo Pak	lb.	4
Vegetable Marrow—Chit Kwa	lb.	4
(American)—Kam-san bit Kwa	lb.	4
Water Cress—Sai Yeung Tsai	lb.	12
Lily root—Lin Ngau	lb.	6
Yams—Ta Shu	lb.	6
English—Yeung Kan Chai	lb.	1
Tau	lb.	1

The above prices are in accordance with the Government's list  
of maximum charges fixed by Proclamation as revised up to the  
30th ult. The Proclamation also contained the following schedule  
of maximum retail prices:—

1. Flour:—	
(a) Highest Grade, per bag of 50 lbs.	\$4.50
per lb.	10
(b) Second Grade, per bag of 50 lbs.	4.00
per lb.	08
(c) Third Grade, per bag of 50 lbs.	3.50
per lb.	0
2. Tinned Milk:—	
(a) Sweetened Condensed Milk, per 1 lb. tin	35
(b) Unsweetened Condensed Milk, per 1 lb. tin	25
(c) Sterilized Milk, per tin (18 oz.)	25
(d) Sterilized Milk, per 1 litre tin	35
(e) Eagle Brand, per 1 lb. tin	33
(f) Skimmed Milk, per 1 lb. tin	20
3. Sugar:—	
Cane, (in 6 lb. tins), per tin	1.15
Refined Crystallized, per lb.	14
Granulated, per lb.	14
Soft, No. 1 quality, per lb.	13
No. 2	12
Cooking Salt, 2 cents per lb.	

4. Frozen Meat:—  
The Dairy Farm prices for frozen food and other stores published  
on 1st September, 1914, with all changes in prices shown in red  
ink, are the maximum retail prices for the articles enumerated in  
the price list of that date. [Approved copies signed by the Chair-  
man and the Secretary of the Food Committee can be seen either at  
the Treasury or on the premises of the Dairy Farm Company in  
Wyndham Street.]

5. Market Produce:—(See above)  
6. The prices of provisions imported from countries other than  
China (excepting those above enumerated) may not be raised more  
than 15 per cent. above the retail prices prevailing in the Colony  
on the 26th July, 1914.

Note.—In consideration of the loss sustained by discount on sub-  
sidiary coinage, payment for all articles of food not exceeding \$5  
in value (excepting the articles enumerated in clause 5 and Proclamation  
No. 18 of the 30th October, 1914, and in the above Schedule)  
shall if made in subsidiary coin be subject to an additional charge  
of 15 per cent.

## 菓子

## 菓子

## 菓子

## 菓子



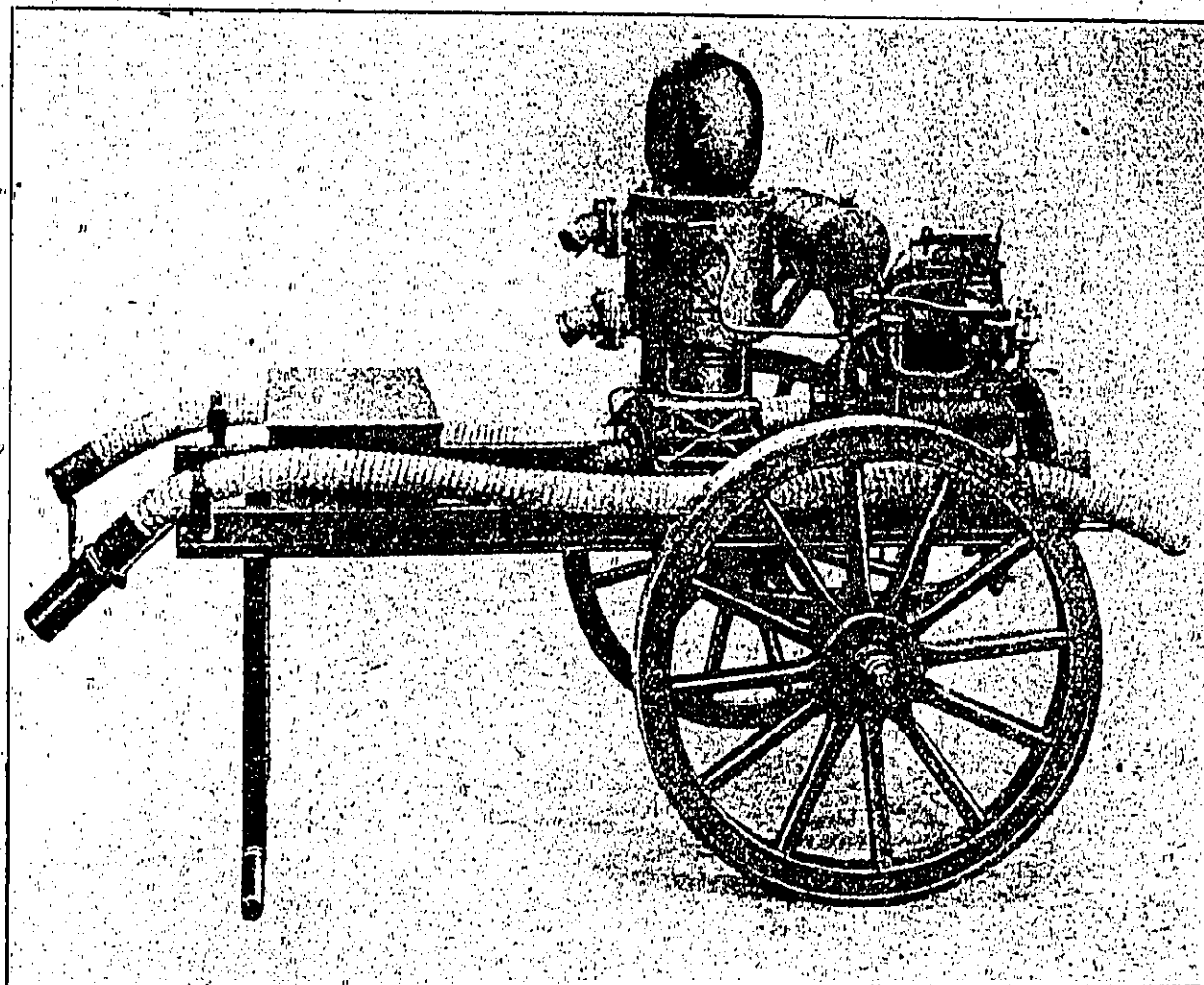
# THE PENTA MOTOR

FOR PUMPS, FIRE ENGINES, DYNAMOS, AND ALL STATIONARY AS WELL AS MARINE PURPOSES.

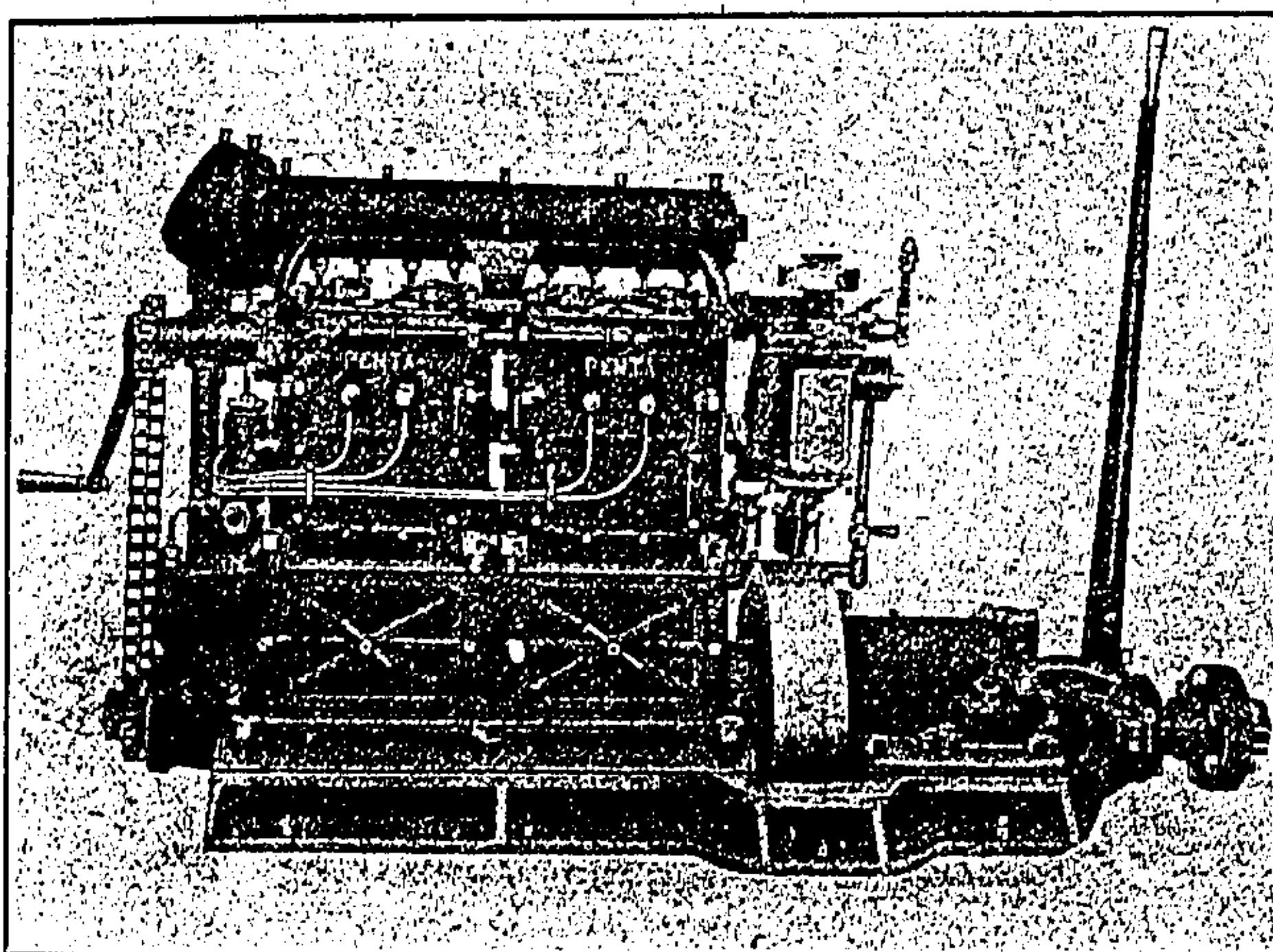


12 H.P.--500 LITRES PER MINUTE  
PENTA FIRE ENGINE.

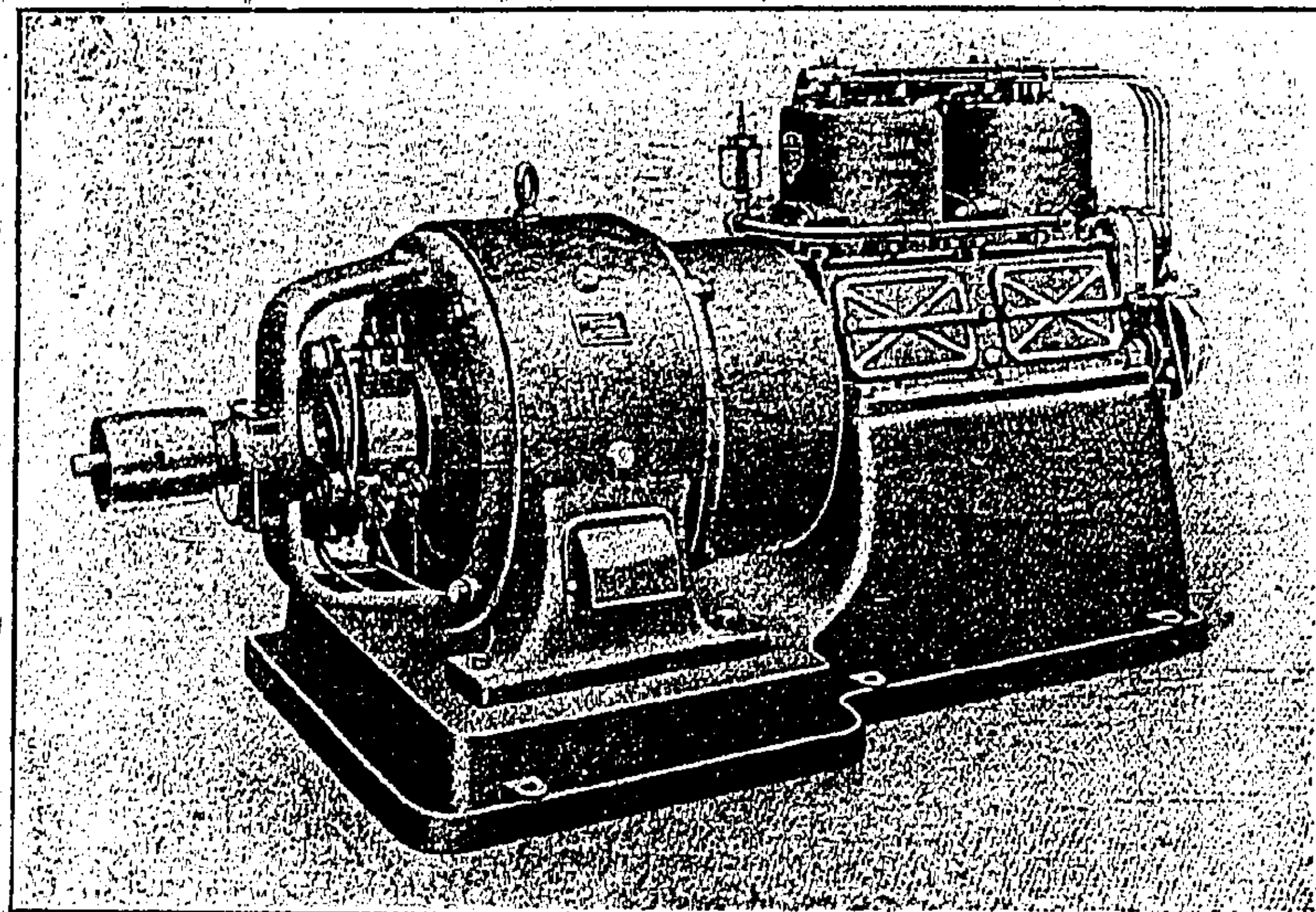
**MOST RELIABLE  
AND ECONOMICAL  
MOTOR IN THE  
MARKET.**



5 H.P.--250 LITRES PER MINUTE  
PENTA FIRE ENGINE.

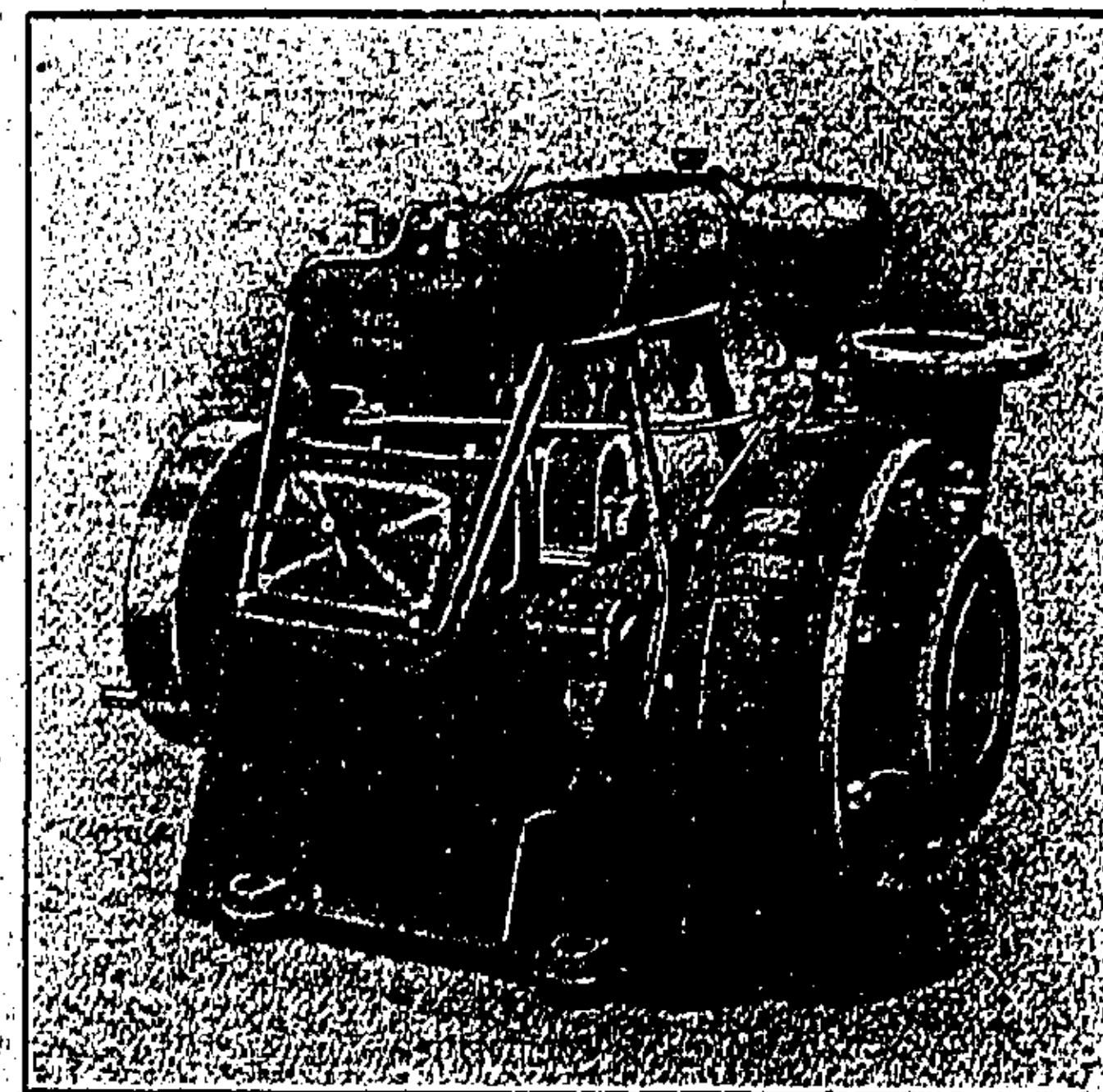


24 B.H.P. PENTA MARINE MOTOR.



10 H.P. PENTA MOTOR DYNAMO.

**FOR PARTICULARS  
APPLY TO**



8 H.P.--3000 LITRES PER MINUTE  
PENTA CENTRIFUGAL SET.

**A. B. THE SWEDISH TRADING CO. IN CHINA, LTD.**  
YORK BUILDING (TOP FLOOR).



## SHARE REPORT.

## COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
<b>Banks.</b>									
H'kong & Shanghai Banking Corp.	\$810 b. 276 1/2	120,000	\$125	all	855 July	700 Oct.	810	790	{£2: 3/- & 5/- bonus at ex 1/9/14 equal to \$27.27 for 1/2 year ending 31/12/14
<b>Marine Insurances.</b>									
Canton Insurance Office, Ltd.	165 b.	10,000	\$250	50	350 Dec.	315 Oct.	370	160	{Final of \$4 a/c 1913, Interim of \$18 a/c 1914.
North China Ins. Co., Ltd.	170 b.	10,000	\$15	£5	145 May	133 Jan.	170	170	{Interim of 12 1/2 p.c. for 1914
Union Ins. Society of Canton, Ltd.	865 b.	12,400	\$250	100	847 1/2 April	700 Oct.	865	855	{Final of \$20 and bonus of \$5 making \$25 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd.	237 1/2 b.	12,000	\$100	60	210 April	192 1/2 Jan.	237 1/2	225	{Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
<b>Fire Insurances.</b>									
China Fire Ins. Co., Ltd.	140 b.	20,000	\$100	20	160 July	140 Oct.	140	130	\$9 for 1913
H'kong Fire Ins. Co., Ltd.	395 b.	8,000	\$250	50	395 Feb.	368 April	395	385	\$27 for 1913
<b>Shipping.</b>									
China & Manila S.S. Co., Ltd.	44.90 b.	30,000	\$25	all	10 Jan.	5 1/2 Dec.	4.50	4.80	\$1 for 1906
Douglas Steamship Co., Ltd.	49.10 b.	20,000	\$50	all	36 Mar.	27 1/2 Nov.	51	45	\$3 for year ending 30.6.14
Hongkong, C. & M.S.S. Co., Ltd.	22 s.	80,000	\$15	all	29 1/2 Jan.	22 Dec.	23	22	{Final of 40 cts. making 90 cts for year ending 31.12.14
Indo-China Steam Navigation Co., Ltd.	496 b.	60,000	£5	all	79 Jan.	50 Sept.	99	96	{Final of 3% making 6% on preferred shares & 5% on deferred shares for year 1913
Shell Transport & Trading Co., Ltd.	52 1/2 b.	3,797,610	£1	all	106 1/2 Feb.	70 1/2 Sept.	94 1/2	92 1/2	{Interim of 1 1/2 a/c 1914 C.No. 23
Star Ferry Company, Ltd.	57 1/2 s. ex div. s.	40,000	\$10	all	49 Mar.	40 Nov.	37	37	{£1.70 per share and bonus of 30 cents per share for year ending 30/4/14
<b>Refineries.</b>									
China Sugar Refining Co., Ltd.	113 b.	20,000	\$100	all	56 1/2 Feb.	70 Nov.	117	111	\$3 for 1912
Luen-Sugar Refining Co., Ltd.	28 1/2 b.	7,000	\$100	all	31 Jan.	17 Dec.	31	27 1/2	\$3 for 1897
<b>Mining.</b>									
Kailash Mining Adm'n. 32/-	a.	1,000,000	£1	all	4 1/2 Feb.	33 1/2 Dec.	33 1/2	32 1/2	{Final of 5 % Coupon No. 4. making 10 % for year ending 30/6/14
Raub Australian Gold Mining Co., Ltd.	37 1/2 s. ex div. s.	200,000	£1	all	3 1/2 Jan.	1.90 Nov.	3.75	3.60	{£2.50 for year ending 31/12/14
Tronoh Mines Ltd.	32 1/2 s.	160,000	£1	all	39 1/2 Feb.	19 1/2 Nov.	32 1/2	32 1/2	{mak. 7/6 a/c 1913
<b>Docks, Wharves and Godowns &amp;c.</b>									
H'kong & R.W. & G. Co., Ltd.	46 1/2 b.	60,000	\$50	all	49 Jan.	73 Nov.	72	68	\$3.50 for year 1914
H'kong & W'poo D. Co., Ltd.	52 1/2 b.	20,000	\$50	all	77 Jan.	53 Oct.	62 1/2	57	\$3 dividend for year 1914
S'hai Dock & Eng. Co., Ltd.	51 1/2 b.	50,000	£100	all	60 July	50 Dec.	52	51	Tls. 5 for 1913
S'hai & H'kew W. Co., Ltd.	83 b.	30,000	£100	all	109 Jan.	82 1/2 Dec.	85	80	Tls. 5 for 1914
<b>Lands, Hotels and Buildings.</b>									
Anglo French Lands	94 b.	13,000	£100	all	128 July	120 Dec.	115	112	Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd.	115 b.	20,000	\$50	50	128 July	120 Dec.	115	112	{£2.50 for half year ending 31/12/14
H'kong Land Investment Co. & b.	100	50,000	\$100	all	117 1/2 July	58 Nov.	108 1/2	108	{£3 for year ending 31/12/14
H'phreys Estate & F. Co., Ltd.	46.90 b.	150,000	\$10	all	94 Jan.	7 Nov.	7	6.90	{45 cents for year 1914
H'loon Land & Building Co., Ltd.	40 b.	6,000	\$50	10	45 1/2 Jan.	44 Feb.	40	40	{Final of 6 p.c. making 12 p.c. for 1914
Shanghai Lands	105 b.	78,000	£50	all	58 Dec.	49 Oct.	106	101	{£2.25 for half year ending 31.12.14
West Point Building Co., Ltd.	71 b.	12,000	\$50	all	73 1/2 June	66 Feb.	71	70	{£4.09 for 7 months ending 31.12.14
H'kong Central Estates	100 s.	10,000	\$50	all	73 1/2 June	66 Feb.	71	70	
<b>Cotton Mills.</b>									
Ewo Cotton S. & W. Co., Ltd.	114 b.	20,000	£50	all	138 July	125 May	164	152 1/2	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co.	71 s. & b.	125,000	\$10	all	84 Mar.	7 June	7	7	{50 cents 31/7/08
Kung Yik	14 b.	75,000	£10	all	144 Jan.	11 Mar.	143 1/2	134 1/2	Tls. 1.20 for year ending 30/11/14
Laou-Kung Mow	19 b.	87,000	£100	all	110 Feb.	70 May	19	18 1/2	Tls. 12 for 1913
Shanghai Cottons in Shei	109 b.	40,000	£50	all	135 Feb.	70 Nov.	59 1/2	57 1/2	{Div. Tls. 6 Bonus Tls. 4 Extra Bonus Tls. 1 year end 30/6/14
<b>Miscellaneous.</b>									
China Pioneering Co., Ltd.	10 b.	60,000	\$10	all	12 May	10 Dec.	10	10	85 cents for 1914
China Light & Power Co., Ltd.	44 1/4 b.	10,000	\$5	all	4.50 July	4 April	4 1/4	4 1/4	6% for year ending 28.2.06
Do. (Spec. shares)	44 1/4 b.	50,000	\$10	all	9 Jan.	7 Nov.	8 1/2	8.00	70 cts. for 1914
China Prov. L. & M. Co., Ltd.	6 b.	125,000	\$10	all	39 June	35 Aug.	34	34	{£1.50 for year ending 31.7.14
Dairy Farm Company, Ltd.	42.4 b.	40,000	\$70	6	39 June	35 Aug.	34	34	50 cts. for 1914
Green Island Cement Co., Ltd.	6.50 s. & b.	400,000	\$10	all	6.90 Jan.	5 Dec.	6.90	6.70	\$2.00 per share for 1914
Hongkong Electric Co., Ltd.	139 b.	60,000	\$70	all	49 Jan.	36 Nov.	39 1/2	39	{Final of \$6 making \$8 for 1914
Hongkong Ice Co., Ltd.	124 b.	6,500	\$25	all	21 1/2 July	17 Dec.	184	184	{Final of \$1 making \$2 for 1914
Hongkong Rope Mfg. Co., Ltd.	126 b.	60,000	\$10	all	25 June	22 Apr.	26 1/2	26 1/2	{Final div. of 6d. making 7 1/2 p. share for 1913
Hongkong Tramway Co., Ltd.	5 b.	325,000	£5	all	13 1/2 July	7 Feb.	5.20	5	{Interim of T. 1 making T. 2 a/c 1913
Langkate	21.39 b.	250,000	£10	all	64 1/2 Mar.	28 Dec.	42	39	{70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Peak Tramway Co., Ltd. (Old)	49.30 x div. (New) 80 cts. b.	25,000	\$10	all	10 1/2 Jan.	9 1/2 June	10	10	{None
Philippines Id.	4 b.	75,000	\$10	all	—	—	5	5	{£1.50 for 1910.
H. Price & Co., Ltd.	45 b.	12,000	\$10	10	—	—	20	20	None
Societe des Fuyes et Papier	420 b.	13,200	\$50	all	—	—	20	20	None
teries du Tonkin	420 b.	13,200	\$50	all	—	—	20	20	None
Steam Laundry Co., Ltd.	43.10 b.	20,000	\$5	all	5 1/2 June	4 Nov.	3 1/2	3.50	35 cts. for year ending 31.5.14
Union Water-boat Co., Ltd.	17 b.	27,723	\$10	all	22 1/2 Feb.	17 Jan.	17	16 1/2	{£1.00 per share for year ending 31.12.1914
Watson and Co., Ltd.	16 1/2 b.	90,000	\$10	all	8 1/2 April	6.90 Dec.	6.60	6.50	{50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
William Powell, Limited.	10 1/2 b.	21,000	\$7	all	9 1/2 Jan.	6 1/2 Dec.	6 1/2	6	{£1. Interim a/c year 31.8.14
S. C. Morning Post	29 b.	6,000	\$25	all	30 June	92 Dec.	29	29	

WRIGHT &amp; HORNBY.

Share and General Brokers

6, Des Vaux Road Central, Tel. address, Rectitude.

CORRECTED TO NOON, JUNE 19, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

## SHARE REPORT.

Business transacted during the period under review has been on a small scale, although values in many instances show an improvement on those of a week ago. The market closes firm with an upward tendency.

Bar Silver is quoted at 23 5/16 per oz. for ready.

Exchange on London opened to-day at 10 1/4 T.T.

Banks.—Hongkong and Shanghai Banks have again been sold at \$805 but at the close the market has advanced to \$810 buyers. Marine Insurances.—Cantons are firm with buyers at \$365 and Unions at \$360. Yangtzes are quoted from the North at \$23 1/2 buyers and North Chinas at Tls. 170 buyers.

Fire Insurances.—China Fires are in demand at the improved rate of \$137 and Hongkong Fires are wanted at \$305. No sales are reported in either of these stocks.

Shipping.—Douglas's are firm with buyers offering 43. China and Manilas have buyers at \$4.90 and Indo-Chinas after sales at \$90, close in demand at this figure. Star Ferries have sellers at \$37, Hongkong Canton and Macao Steamboats are a weak market with sellers at \$22. Shell Transports have been the medium of a fair business at 92 1/2, 92 3/8 and 92 3/4 cum dividend, the market closing quiet with sellers at 83 1/2.

Docks, Wharves and Godowns.—Kowloon Wharves have buyers at \$68 1/2 after sales at \$68, Hong Kong and Whampoa Docks are wanted at \$62 1/2, sellers asking \$63, Shanghai Docks are quoted from the North at Tls. 51 1/2 buyers and Hongkew Wharves at Tls. 83 buyers.

Refineries.—China Sugars have declined from \$110 to \$113 sales and buyers, due to settlement influences. Luzons are quiet with sellers asking 20 1/2 for cash and for settlement account, which falls on the 25.5 instant.

Lands, Hotels and Buildings.—Hongkong Hotels have improved from \$114 to \$115 buyers, Kowloon Lands have buyers at \$40, West Points at \$71 and Hongkong Land have tenants at \$108 after sales at \$108 and \$108 1/2.

Mining.—Raub is a quiet market at Tls. 40 buyers, Kung Yik are at Tls. 40 buyers, Tronoh remain neglected at 32 1/2, and Kailans at 32 1/2.

Cotton Mills.—Hongkong Cottons have sold at \$7.40 but close with sales and buyers at \$7.1, Ewo's are quoted from Shanghai at Tls. 162 1/2 buyers, Kung Yik at Tls. 13.90 buyers, Shanghai Cottons at Tls. 93 buyers, Laou Kung Mow at Tls. 89 buyers, Soy Chees at Tls. 44 buyers and Internationals at Tls. 88 buyers.

Miscellaneous.—There are buyers of China Borneo's at \$91, China Light and Powers at \$4, China Providents at \$83, Dairy Farms at \$34, Green Island Cement at \$5.00 and sellers at \$7.00, Hongkong Electric at \$33 1/2, Low Level Trams at \$5.00, Steam Laundries at \$3.10, Union Waterboats at \$17 and Wm. Powells at \$6. There are sellers of China Light and Powers at \$41, Ropes at \$28 1/2, A. S. Watsons at \$6.00 and Peak Trams at \$9.20.

## NOTICES

## PEAK TRAMWAY CO. LIMITED

## TIME TABLE.

WEEK DAYS.	SUNDAYS.
7.00 A.M. to 8.00 A.M. Every 15 Min.	7.00 A.M. to 8.00 A.M. Every 15 Min.
8.00 A.M. to 9.00 A.M. Every 15 Min.	8.00 A.M. to 9.00 A.M. Every 15 Min.
9.00 A.M. to 10.00 A.M. Every 15 Min.	9.00 A.M. to 10.00 A.M. Every 15 Min.
10.00 A.M. to 11.00 A.M. Every 15 Min.	10.00 A.M. to 11.00 A.M. Every 15 Min.
11.00 A.M. to 12.00 P.M. Every 15 Min.	11.00 A.M. to 12.00 P.M. Every 15 Min.
12.00 P.M. to 1.00 P.M. Every 15 Min.	12.00 P.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 2.00 P.M. Every 15 Min.	1.00 P.M. to 2.00 P.M. Every 15 Min.
2.00 P.M. to 3.00 P.M. Every 15 Min.	2.00 P.M. to 3.00 P.M. Every 15 Min.
3.00 P.M. to 4.00 P.M. Every 15 Min.	3.00 P.M. to 4.00 P.M. Every 15 Min.
4.00 P.M. to 5.00 P.M. Every 15 Min.	4.00 P.M. to 5.00 P.M. Every 15 Min.
5.00 P.M. to 6.00 P.M. Every 15 Min.	5.00 P.M. to 6.00 P.M. Every 15 Min.
6.00 P.M. to 7.00 P.M. Every 15 Min.	6.00 P.M. to 7.00 P.M. Every 15 Min.
7.00 P.M. to 8.00 P.M. Every 15 Min.	7.00 P.M. to 8.00 P.M. Every 15 Min.
8.00 P.M. to 9.00 P.M. Every 15 Min.	8.00 P.M. to 9.00 P.M. Every 15 Min.
9.00 P.M. to 10.00 P.M. Every 15 Min.	9.00 P.M. to 10.00 P.M. Every 15 Min.
10.00 P.M. to 11.00 P.M. Every 15 Min.	10.00 P.M. to 11.00 P.M. Every 15 Min.
11.00 P.M. to 12.00 P.M. Every 15 Min.	11.00 P.M. to 12.00 P.M. Every 15 Min.
12.00 P.M. to 1.00 P.M. Every 15 Min.	12.00 P.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 2.00 P.M. Every 15 Min.	1.00 P.M. to 2.00 P.M. Every 15 Min.
2.00 P.M. to 3.00 P.M. Every 15 Min.	2.00 P.M. to 3.00 P.M. Every 15 Min.
3.00 P.M. to 4.00 P.M. Every 15 Min.	3.00 P.M. to 4.00 P.M. Every 15 Min.
4.00 P.M. to 5.00 P.M. Every 15 Min.	4.00 P.M. to 5.00 P.M. Every 15 Min.
5.00 P.M. to 6.00 P.M. Every 15 Min.	5.00 P.M. to 6.00 P.M. Every 15 Min.
6.00 P.M. to 7.00 P.M. Every 15 Min.	6.00 P.M. to 7.00 P.M. Every 15 Min.
7.00 P.M. to 8.00 P.M. Every 15 Min.	7.00 P.M. to 8.00 P.M. Every 15 Min.
8.00 P.M. to 9.00 P.M. Every 15 Min.	8.00 P.M. to 9.00 P.M. Every 15 Min.
9.00 P.M. to 10.00 P.M. Every 15 Min.	9.00 P.M. to 10.00 P.M. Every 15 Min.
10.00 P.M. to 11.00 P.M. Every 15 Min.	10.00 P.M. to 11.00 P.M. Every 15 Min.
11.00 P.M. to 12.00 P.M. Every 15 Min.	11.00 P.M. to 12.00 P.M. Every 15 Min.
12.00 P.M. to 1.00 P.M. Every 15 Min.	12.00 P.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 2.00 P.M. Every 15 Min.	1.00 P.M. to 2.00 P.M. Every 15 Min.
2.00 P.M. to 3.00 P.M. Every 15 Min.	2.00 P.M. to 3.00 P.M. Every 15 Min.
3.00 P.M. to 4.00 P.M. Every 15 Min.	3.00 P.M. to 4.00 P.M. Every 15 Min.
4.00 P.M. to 5.00 P.M. Every 15 Min.	4.00 P.M. to 5.00 P.M. Every 15 Min.
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6.00 P.M. to 7.00 P.M. Every 15 Min.	6.00 P.M. to 7.00 P.M. Every 15 Min.
7.00 P.M. to 8.00 P.M. Every 15 Min.	7.00 P.M. to 8.00 P.M. Every 15 Min.
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9.00 P.M. to 10.00 P.M. Every 15 Min.	9.00 P.M. to 10.00 P.M. Every 15 Min.
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11.00 P.M. to 12.00 P.M. Every 15 Min.	11.00 P.M. to 12.00 P.M. Every 15 Min.
12.00 P.M. to 1.00 P.M. Every 15 Min.	12.00 P.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 2.00 P.M. Every 15 Min.	1.00 P.M. to 2.00 P.M. Every 15 Min.
2.00 P.M. to 3.00 P.M. Every 15 Min.	2.00 P.M. to 3.00 P.M. Every 15 Min.
3.00 P.M. to 4.00 P.M. Every 15 Min.	3.00 P.M. to 4.00 P.M. Every 15 Min.
4.00 P.M. to 5.00 P.M. Every 15 Min.	4.00 P.M. to 5.00 P.M. Every 15 Min.
5.00 P.M. to 6.00 P.M. Every 15 Min.	5.00 P.M. to 6.00 P.M. Every 15 Min.
6.00 P.M. to 7.00 P.M. Every 15 Min.	6.00 P.M. to 7.00 P.M. Every 15 Min.
7.00 P.M. to 8.00 P.M. Every 15 Min.	7.00 P.M. to 8.00 P.M. Every 15 Min.
8.00 P.M. to 9.00 P.M. Every 15 Min.	8.00 P.M. to 9.00 P.M. Every 15 Min.
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10.00 P.M. to 11.00 P.M. Every 15 Min.	10.00 P.M. to 11.00 P.M. Every 15 Min.
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12.00 P.M. to 1.00 P.M. Every 15 Min.	12.00 P.M. to 1.00 P.M. Every 15 Min.
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3.00 P.M. to 4.00 P.M. Every 15 Min.	3.00 P.M. to 4.00 P.M. Every 15 Min.
4.00 P.M. to 5.00 P.M. Every 15 Min.	4.00 P.M. to 5.00 P.M. Every 15 Min.
5.00 P.M. to 6.00 P.M. Every 15 Min.	5.00 P.M. to 6.00 P.M. Every 15 Min.
6.00 P.M. to 7.00 P.M. Every 15 Min.	6.00 P.M. to 7.00 P.M. Every 15 Min.
7.00 P.M. to 8.00 P.M. Every 15 Min.	7.00 P.M. to 8.00 P.M. Every 15 Min.
8.00 P.M. to 9.00 P.M. Every 15 Min.	8.00 P.M. to 9.00 P.M. Every 15 Min.
9.00 P.M. to 10.00 P.M. Every 15 Min.	9.00 P.M. to 10.00 P.M. Every



